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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.38	12.00	1.18	4.34	5.27	7.09
Yau-mat ... dep.	6.51	9.25	10.48	12.09	1.27	4.43	5.37	7.20
Shatin ... dep.	7.08	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Tai-po ... dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Tai-po Market ... dep.	7.33	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling ... dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheng Shui ... dep.	7.33	10.13	11.23	12.53	2.10	5.27	6.21	8.03
Shum Chun ... arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun ... dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.13	6.05
Sheng Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling ... dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Tai-po Market ... dep.	7.48	8.39	10.58	12.02	3.21	5.01	5.33	6.37
Tai-po ... dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yau-mat ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.55
Kowloon ... arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
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Shatin ... arr.	8.40	12.35	3.15	7.15	Fanling ... arr.	7.55	11.10	3.00

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THE SIBERIAN ROUTE. PEKING TO LONDON.

It may interest people who did the journey before the war, but have hesitated from doing it since, to know that the trip from China to England via Siberia and Russia is once again not only possible, but—with very few exceptions—extremely comfortable. I have just done the journey from Peking to London with my small son of five in sixteen days. We started rather against the advice of the Consul in Peking, and certainly against the advice of most of our friends; so I was doubly pleased at being able to cable, first from Moscow, and two days later from Berlin, to say that we had had a splendid trip.

I have no knowledge of Russian, but I found German very useful, as it is understood in most places. All officials and passengers were most courteous and obliging, and the latter were always ready to step in and translate when necessary. A drawback to the journey is that one cannot book a through ticket. This necessitates taking a good deal of money of different currencies, and it is therefore rather difficult at the end to know exactly what one has spent; but the journey can be done comfortably first class on about £60.

Chervonets and gold roubles are the best currency to take, silver roubles being only accepted at half their face value, and in many places they are not accepted at all. For reserve money American notes are best, as they can be cashed in the dining car and at all the banks; but in Moscow I failed to cash a twenty dollar gold coin. However, I found that the Russian Commercial and Industrial Bank there would cash American letters of credit and, of course, travellers' cheques.

DEPARTURE FROM CHINA.

We left Peking on a Tuesday evening and arrived in London sixteen days later. We had an uneventful three days' trip via Mukden and Harbin to Manchuria, which we reached in the afternoon, leaving again at 11 the same evening. That night was a very agitated one, as we got to the Siberian frontier about midnight and officials kept looking at our passports and later on to examine our luggage. The examination was a very thorough one; my three suit-cases were well-searched. Every little box and bag was opened by the Russian official, who took the greatest interest in my various belongings, but did not confiscate anything except some English newspaper cuttings which I had in my writing case. He went off with them and I never saw them again.

NECESSITY FOR RE-BOOKING.

We reached Chita on the fifth day after leaving Peking, and here we had to re-book and change into the train which was to take us to Moscow. In Chita a crowded scene of confusion took place, queues were waiting at the booking office, and here we might have been left behind if a kind Russian had not offered to take our tickets with him. As it was, we only got on to the train when it was moving off, and passengers who had heavy luggage saw it left on the platform. It certainly is better to limit one's self as I did to very little and only hand luggage. On leaving Chita we found ourselves in a comfortable and clean carriage of the Wagons Lits International 1914 model, and we were given a two-berth coupe where we were able to settle down comfortably for the eight-day run to Moscow, which we reached absolutely in schedule time.

Though the two carriage attendants spoke only Russian, we got on very well. On arrival in Moscow they seemed quite satisfied with a tip of five roubles per berth. For the present it is not advisable to attempt travelling second class, but I believe the railway authorities are shortly going to put new second class carriages into commission.

COMMISSARIAT ARRANGEMENTS.

There was a dining car on the train, but the food was indifferent and the prices were high. For most of the journey we picked up in our carriage, as excellent food can be obtained very moderately at all the stations, exactly as in pre-war days. We stopped at many stations, but only long enough to take fuel and water. The stations were all clean and well kept; several of them were being whitewashed, and there were signs of quiet prosperity on all sides. I had been told that all books and playing cards and writing paper would be confiscated, but this is not so. I had quite a dozen books, both English and French, also cards, and I was allowed to keep them; but on leaving Russia cameras were confiscated.

THE FINAL STAGES.

We reached Moscow on a Saturday morning at five o'clock, and went to the Savoy Hotel, which is comfortable and where the manager speaks French. Moscow was somewhat trying on account of the great heat, and because we had to rush about getting visas for our further journey through Latvia and Lithuania to Germany. Here, of course, taxi drivers took advantage of our not knowing the language. However, by mid-day we had collected our three visas, but failed to get scale on the train to Riga for that evening, as the accommodation is limited. We therefore spent the night in Moscow, and this turned out to be a most interesting and entertaining experience, as we went to the opera in the evening. It happened to be the last day of the season, and the house was packed with an enthusiastic audience.

(Continued on next Column.)

THE PRICE OF RUBBER.

RECENT DEBACLE "A BLESSING IN DISGUISE."

Messrs. Sanderson and Co., the well-known London rubber merchants in their latest report to hand state that the market continues to move upwards. The demand principally from New York has centred for the most part on spot and near-by positions, and the premiums on forward positions tend to diminish. If prices improve materially, as is possible, we may see this position still further accentuated in view of the fact that a higher level of price will induce producers to sell forward, and the higher level automatically releases more rubber for sale.

Several points appear to stand out rather clearly: one that the market depression, ruling in May and June, when the price of spot declined to 9½d., was not justified, but was initiated by very skilful and persistent propaganda by interested parties who were aided in their efforts by bad marketing methods on the part of producers. Another point is that, in spite of successful attempts to terrify the market with exaggerated statements regarding the increase in Dutch native production, the bald fact stands out that shipments of plantation to the end of June are 8,850 tons less than last year, and total world shipments are less by 8,850 tons. Therefore, unless it is assumed that the consumption of the world is decreasing, it is manifest that consumers cannot afford to lose the 5 per cent. from the British-owned Colonies even for three months. We maintain that the present rise, though rather sudden, does not by any means bring up the price to a level which is either high or justified by the present situation. It seems clear that consumers are in a dangerous position until the level of price rules at 1s. 3d. or over. On the whole, we are of opinion that the recent debacle in May and June has been a blessing in disguise, and will serve as a very salutary lesson both to consumers and producers.

Messrs. Symington and Sinclair state the advance has been due mainly to American buying, and a considerable business has been done on c.i.f. terms to New York at increasing values. There has also been a better trade demand from the Continent, probably encouraged by the better political outlook.

Statistics for London for the week ended August 9th were:—Imports, 798 tons; deliveries, 1,146 tons; stock, 51,409 tons, against 49,178 tons a year ago and 71,760 tons in 1922.

Forward contracts for rubber have lately been entered into at 1s. 3d. per lb. for next year, and higher rates for deliveries in 1926. As a result of the better prices in some responsible trade quarters the view is now entertained that should the existing stage of restriction function to the extent of lifting the price to the pivotal 1s. 3d. per lb., co-operative selling may not materialise as a submitted scheme for some considerable time, and, possibly, not at all. This, however, is mere surmise, and must be regarded with due reserve, remarks a financial daily.

HONGKONG SHARE MARKET CLOSING QUOTATIONS

SEPTEMBER 8TH, 1924.

Hongkong and Shanghai	\$120.00 b.
Banks	\$720 b.
Union Insurance	\$720 b.
Hongkong Fire Insurance	\$92 b.
Douglas Steamships	\$92 b.
R.M. C. & M. Steamships	\$101 sa.
"Star" Frigate	\$101 sa.
China Sugars	\$110 sa.
Kowloon Wharves	\$212 b.
Whampoa Docks	\$170 b.
Hongkong Land	\$117 b.
Hongkong Hotels	\$24 & 23 (now) a.
Humphreys Estates	\$24 a.
Cement	\$24 a.
Hongkong Rope	\$24 (combined) nom.
China Products	\$24 (combined) nom.
Dairies Farms	\$27 b.
Waterworks	\$16 a.
Watsons	\$26 b.
Hongkong Electric	\$43 b.
China Lights	\$24 (combined) b.
Hongkong Tramways	\$43 b.
Peak Tramways	\$20 b.

b—buyers; s—sellers; sa—sales.

CINEMA NOTES.

THE WORLD THEATRE.

A thrilling succession of nerve-tingling episodes, among the biggest of which is a hand-to-hand battle between two men on the top of a towering ship's mast, combine to develop "Stormswept," Robert Thornby's new and novel drama of the sea, into one of the really big subjects of the year. It is being shown at the World Theatre to-day only.

We left Moscow the next evening, and as we passed the Russian frontier our luggage was examined once more, but this time not so thoroughly. We were asked to show our money, as one is not allowed to take more than £25 per head out of the country. This does not include letters of credit or travellers' cheques. Our further journey via Riga and Eydekuhnen to Berlin was a simple affair, except that our passports were in constant demand. Moreover, we had to change our money into three different currencies in many days.

All through Siberia and Russia I was the only Englishwoman on the train, and I must say that the ease and comfort of the journey, as well as the courteous treatment received on all sides, make me look forward to the return journey by the same route in the autumn—M.S. in the China Express and Telegraph (London).

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100 A GALLON KEROSENE PER HOUR
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SAILING YACHT
RIVER LAUNCH
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SHANGHAI AND THE WAR.
THE INFLUX OF REFUGEES.

The N.C. Daily News last week published the following leading article:—

The Chinese, we are often assured, are anxious above all things to get rid of extraterritoriality. This anxiety is less in evidence at moments of crises like the present. During the past few days the population of Shanghai must have been increased literally by tens of thousands. The refugees, there is excellent reason to believe, include among ordinary folk, the wives and families of many leaders on both sides in the dispute. And always, as Marshal Chi Hsieh-yuan said in the interview we published on Friday, and as we may well believe to be the case, Shanghai is regarded as a heaven-sent asylum by every political conspirator in the country and all the great plots are engineered from within its sheltering walls. This influx of refugees is extremely hard on the normal peaceable Chinese population of Shanghai; sending up rents and prices to unendurable heights; and if there were any conceivable means of damping the flood, we should certainly advocate using it. Meanwhile we would ask, if Chinese themselves, politicians, military men, students, merchants, shopkeepers, have so little confidence in their own authorities to protect them, that at every breath of danger they flee to the nearest extraterritorial area, why should foreigners be more eager to place themselves under the uncontrolled rule of Chinese republican dignitaries?

Last Thursday afternoon representatives of Chinese business organizations invited the foreign chambers of commerce to meet them in the North Homan Road assembly hall. The object of the meeting was to consider the war situation and to suggest co-operation—that blessed word—between Chinese and foreigner—if possible to stop the war; if not, to get it removed somewhere where it would cause the least possible inconvenience to Shanghai. The meeting consumed the usual quantities of tea and cake, debated for about an hour and a half and dispersed unfruitfully. Nothing else, we think, was to be expected. We do not wish to be rude to the Chinese business community, but we feel bound to point out that their foreign conferees are beginning to be a little suspicious of their ideas of co-operation. Much has been heard of it in recent years; it is a nice, easy word to pronounce; it has a most imposing sound; but in practice it means nothing but a Chinese device to get the foreigner, what is vulgarly called, "to carry the baby." At Thursday's meeting, one foreign speaker roundly said that he did not hold with any schemes to stop the war; in view of the futile history of the past ten years, he thought that the only way and the best way was that the quarrel should be fought out to a finish. Another foreign speaker said that before he and his colleagues even considered taking steps to meet the Chinese proposals, they must have a guarantee that representative Chinese business men were wholeheartedly in the movement, would act with the foreigners in full accord and full publicity, not only secretly but on the house-tops, not in council chambers alone, but in the market place. This, to use another phrase which will not be denied, "put the lid on things." The Chinese whispered together and then said they would refer the matter to their principals, of whom, by the way, it was thought by some present that there was a singular absence.

We do not pretend to feel the slightest regret that the meeting ended thus. Since we wrote last Friday that the foreigner's duty in the present crisis is to remain absolutely neutral, we have had abundant evidence that this represents the best and soberest foreign opinion in Shanghai. We may even regret that the Diplomatic Body have thought fit to warn the Waichiaoapu that they will hold the Chinese Government responsible for any damage to foreigners or their property. To do so or not to do so would not affect their right to claim for any damage; and in view of the miserable record of futile protests and sterile admonitions of the past year or two, such a warning is, to put it mildly, grotesque, merely calculated to "exasperate" Chinese feeling. Shanghai has every right to protect its boundaries from being invaded by warring or defeated soldiers but then—*hail!*—if fighting really breaks out between Chinkiang and Kiangsu, the issues at stake are so very big together with the close interests of Marshal Wu Pei-fu on one side and Marshal Chang Tso-lin on the other, that nothing less may be at stake than the question of who is to rule all China; and it is certainly not the foreigner's business to interfere in that. If the conflict, once again, dies out in compromise, we cannot see that foreigners would improve the position by taking a hand in it; and we certainly do not suppose that they have any wish to do so. What would be the result of committing ourselves to any scheme of Chinese and foreign businessmen's co-operation to stop or localize the war? Nothing whatever, but that foreigners would earn the hostility of one contestant or the other, probably both, and sow the seeds of more anti-foreign feeling. They cannot interfere in any way without appearing to take sides; and what whether between Chi Hsieh-yuan and Lu Yung-shang or Chang Tso-lin and Wu Pei-fu, they have not the slightest excuse for doing.

May we, in conclusion, suggest to the Chinese business organizations, that if they want wars stopped, they are the people to stop them. They may not be able to stay the present fight, having begun to think about it rather late in the day, although our Chinkiang correspondent's report of how the local chamber of commerce put a stop to conscription shows that the merchants still have a great deal of power if they choose to use it. But until the people of China say how their country shall be governed, no one outside can help them. Shanghai must apparently accept the situation of being an asylum for those afraid to live under their own rulers. But it has no intention of being their catapaw.

TRAIN TRAVEL IN CHINA.
PASSENGERS AND THE JOURNEY.

A Peking correspondent sends some interesting notes of travelling by train in China to the *Manchester Guardian*.

To perform a journey, he says, demands a great knowledge both of strategy and of tactics. The vast majority of us are perfectly indifferent as to which class we travel in, because we have not bought a ticket. Foreigners and hopelessly unenterprising persons buy tickets, but the true Son of Han travels without, cheerfully, with a good conscience, and fearing nothing but some hard words even should an evil destiny let loose upon him a ticket collector without the bowels of compassion. Foreigners usually travel in an open truck, but the travelling Chinese is like the travelling cockroach—he is ubiquitous. He travels on the front buffers of the engine; he travels in the first class; he travels in the guard's van, where there is a stove and an ever-smoking teapot; he travels seated on the carriage steps; he travels in the postal wagon; he may even be discovered reading quietly in the ladies' lavatory. But such lonely places are only until the boring question of tickets has been decided. Once that is over, and every man becomes a free man, all these nooks and crannies give up their occupants, who congregate together and gossip gloriously until the too-short journey is over.

The problems that confront the foreign traveller are varied. He has many prejudices which circumscribe his actions, so that he goes fettered. He wishes to travel in an open truck; yet I have seen him deterred by a large black coffin, with a white cock tethered on it, which, considering that it was obviously the coffin of a poor person, was really very sufficiently air-tight, or nearly so; and, in any case, what can you expect in this hot weather? And he is so fearful of disease. The Chinese, possessing an infectious disease is perfectly frank and good-natured about it. Some weeks since I boarded the train listening to a most interesting political theory my friend was advancing. The morning was hot, so we decided to go into a covered third class carriage. Hardly were we seated when the sentence died upon my companion's lips as he pointed to a magnificent eruption of small-pox, now got to the peeling stage. But usually we go straight to the open trucks, for there are fewer Chinese there. The trouble with the Chinese is this: every Chinese has a bad throat and he must clear it. Would that I could explain to you delicately what ensues; but it is not a delicate operation and I cannot.

A HOST OF OFFICIALS.
It is in the guard's van that the life of the passenger may be found; drinking tea and smoking in company with the small army of officials it takes to move a Chinese train thirty miles along a single track. There is the guard, and the assistant guard, and the assistant to the assistant guard, and three young officials who are all learning to be assistants to the assistant guard; and two ticket collectors who wear enough braid on their sleeves to content an admiral; and two assistant ticket collectors and two inspectors, and three very old gentlemen who are apparently lampmen—only this train runs in the bright morning sunshine—and a whole host of officials from other trains and stations who are travelling for pleasure. And then there are train guards with Mauser pistols, whose duty it is to see that there are no bandits on the train. And, lastly, there is a clerical official who morning after morning fills up statistics in a large book which is propped on the only table. The officials do not greatly exceed the passengers in number and their efforts result in our reaching Peking—six miles from the Racecourse Station—round about nine o'clock.

CHARTER-PARTY CASE.
CASE REFERRED BACK TO ARBITRATORS.

A charter-party dispute, T. Beynon & Co., Ltd., v. Suzuki & Co., was taken in the Court of Appeal on July 30th. Messrs. Suzuki & Co., owners of the *Keifuku Maru*, appealed from a judgment of Mr. Justice Bailhache affirming an award of an arbitrator between the appellants and Messrs. T. Beynon & Co., Ltd., of Cardiff, charterers of the vessel.

By clause 9 of the charter-party owners contracted that the captain should prosecute the voyages "with the utmost dispatch and render all customary assistance to the ship's crew"; while clause 14 exempted the owners from liability for *inter alia*, "negligence, default or error of judgment of the pilot, master or crew, or other servant of the owners, in the management and navigation of the steamer." The arbitrator, in allowing a rebate of £2,414 from the hire to the charterers, found that the master did not prosecute the voyages in question with the utmost dispatch, and that this failure resulted from a general slackness in the performance of his duty.

After hearing arguments, Lord Justice Bankes said the Court was of opinion that the case must be referred back to the arbitrator for him to inform the Court whether by his findings he intended the Court to draw the inference that he had found that the master, in reference to the due prosecution of the voyage, was not competent or was guilty of slackness only, and, if of slackness, whether of slackness amounting to negligence in the management or navigation of the steamer.

ECONOMIC PROBLEMS AND THE FIRST TEMPTATION.

SERMON BY THE REV. T. R. POWELL.

The following sermon was preached in St. John's Cathedral, Hongkong, on Sunday, by the Rev. T. R. Powell, the Assistant Chaplain:—

Matt. iv. 1.—"Then was Jesus led up of the Spirit into the wilderness to be tempted of the Devil."

I think it is a good thing for us who are trying to take our religion seriously to study whenever possible the main incidents in the life of our Lord with the aid of the best modern scholarship, so that we may the better understand their inner meaning. A fresh reading of some of those events which we know so well may throw a new light on problems which sometimes burden our hearts and intellects in these difficult days. Now the story of the Temptation which was read as the second lesson this morning is of far greater importance than most of us imagine, because in itself it gives us the key to the rest of Our Lord's life; and also because it must of necessity have been disclosed by Christ to His disciples, later in the ministry. Temptation you know necessarily implies power of choice; that is, the power of advancing towards either good or evil; and it becomes temptation just because we do not want to go up higher. Hence it is always at the moment a bitter cup. Let us remember at the outset, that the Temptations of Jesus Christ were for our sakes; and that they do not resemble struggles such as we are accustomed to, especially in the early stages of the Christian life, but rather the struggle of Him who is both God and man and man in God, and therefore had all power in his grasp if He chose to use it. The Temptation of course was in His will, the story is symbolic throughout, so that the old pictures of the Temptation showing the Devil outside are somewhat misleading. We can perhaps best grasp part of their meaning if we regard them as investigations to deal shortly and summarily with the three great problems of the world in a way different from that ordained by God Himself.

There is a story of Alexander the Great how he once went to Gordium in Phrygia to see a famous Chariot of the Kings of that country, and to try whether he could untie the knot which bound the pole to the yoke, because there was a prophecy that whosoever first untied it would be lord of all Asia. Alexander tugged at the knot in vain, and then, just as Napoleon would have done, he pulled out his sword and cut the strap through, and did become lord of all Asia—but only for a few months. Similarly our Lord may be regarded as having been tempted to cut with one blow knots which God wishes men to unravel slowly and surely—with the pledge of thereby becoming Lord of all the Kingdoms of the earth at a blow. Thus regarded the Temptations contain tremendous lessons for the Church and for the individual throughout all ages. The first temptation deals with the social and economic problems of the world. The question is—How are our bodily and worldly needs to be satisfied?

The first Temptation was the turning of the stones into bread. It is suggested that we should not narrow down this Temptation to the question of our Lord's hunger only, but that the power lies in the fact that He knew that He could solve the problems of hunger and starvation for all the world, and for all time; and in view of His intense sympathy with men—for God you know is Love—He would, now as He was hungry, feel this Temptation with special force. The stones then were to become bread, which means that food is to be provided for everybody directly out of the soil and without labour; the human race set free at a blow from all its sordid cares of bread-winning, and able to devote itself wholeheartedly to the pursuit of higher things. You see the point of the Temptation. How great would be the moral and spiritual effect of such a bounty: men's hearts surely can be most effectively reached through their appetites. Once let the continual cares of daily life be allayed and surely will find them ready to welcome spiritual truth! We seem here to detect the specious argument of the rabid socialist, or the vain sophistry of the shallow economist, but it will remember that this was the temptation offered by the Devil.

But our Lord refuses absolutely. "Man shall not live by bread alone, but by every word that proceedeth out of the mouth of God." He will not make spiritual truth acceptable for the sake of what men can get materially. The problem set to us men is to find out the proper place and importance of our outward needs in a reasonably ordered life of trust in God. "Seen ye first the Kingdom of God?" and all these things shall be added unto you." Later in His ministry our Lord distinctly promises that in a community living according to His laws, the necessities, though not perhaps the luxuries, would be enough for all. But worldly prosperity is neither promised nor held out by our Lord as desirable, and the man who thinks it is his food. "Then fool this night shall thy soul be required of thee." Material goods are as nothing in comparison with spiritual goods, and the Living Bread which came down from heaven for the strengthening and refreshing of our souls, does not bid us wait for a transformation of stones into natural bread before we can see and believe. The true spiritual bread is always present, is always to be had if we choose, and is unlimited and indestructible.

(Continued on next Column.)

THE NEXT NAVAL WAR.
JAPAN'S NAVAL DEVELOPMENT.

Sir Herbert Russell, writing in the *Naval and Military Record*, remarks that, being a simple truth, one need not hesitate to say that the Pacific is the zone towards which all naval men instinctively cast their mental vision when the question is asked as to where the next sea war will be fought out. Japan, approaching a period in her history when she will have to secure a wider place in the sun, either by peaceful means or by an appeal to arms. Just what Powers might be involved in such an appeal there is no necessity to discuss. One thing is certain, war in the Pacific would immediately become a matter of supreme moment to ourselves. The recognition of that fact is at the back of the Singapore scheme. The Admiralty calculated upon that scheme taking ten years to materialize. In their view the menace is remote enough. Yet, by virtue of the more possibility of it, the Pacific becomes the substitute for the more tangible objective of pre-war times.

Failing anything more definite, we must regard the next strongest naval Power as our rival, since that Power holds a weapon which it could at any time actively employ. To reveal recognition of this fact in the form of disposition of naval force is wise policy. Since we are agreed in regarding war between this country and the United States as "unthinkable," we come to Japan. She possesses a powerful Navy, and a highly efficient Navy. Moreover, she is adding to that Navy on a very much larger scale than any other country. Friendly sentiments must never be permitted to obscure facts. Japan possesses the means for embarking upon a sea war of the first magnitude. This is not to say that she has any more desire to do so than we have. But the strengthening of the British Mediterranean Fleet unquestionably has a tacit reference to the possibility.

The lessons of the first Temptation are therefore these: (1) The church should never try to win the masses by treats, or bribes, or doses. She is only concerned with the things of the world in so far as they help or hinder men to enter into life; and if true to her Lord she would probably concentrate more upon the grossly rich than upon the poor; (2) We should more regard worldly well-being as an end in itself. It is only important as a means to development of character in ourselves and in others. Everything depends on the use we make individually of our environment.

Nothing is more certain or more remarkable in our Lord's methods as shown in the Temptations than His deliberate choice of the slowest of all ways of leaving society that of personal example and personal influence based upon absolute rectitude of life, motive and character. He chose to be neither a conqueror, nor a legislator, nor a discoverer, nor a social reformer. He revealed no facts except spiritual and eternal truths and He committed His message unwritten to a few simple folk in a remote promise, and left the seed to grow, the heaven to ferment with the slow, unhalting, unresisting movement of a natural force; and therefore if we believe that He is God it follows that this must be the only way of working for and with God which God can approve. It is the slowest and least showy. It reminds us of the prophecy of Isaiah. Behold my servant whom I uphold, I have put my spirit upon him. He shall not cry, nor lift up, nor cause his voice to be heard in the street. It is often the most disheartening of all ways. But after all God is not pressed for time. He has all eternity to work in and to Him a thousand years are as one day; and therefore so long as we wish to be on His side, whether it wins or loses in this world, we can know that we are carrying on His work and that it is the work He has given us to do.

What, then is the message of the Temptation for us? I think just this; that there are many kinds of success both for the Church and for the individual which are worse than defeat; and further that the only really crucial work on which we are engaged is the salvation of our own souls and therefore those of others. This matter alone is urgent and for no consideration whatever can we put it off; but about other questions we can if necessary be patient. We need not fume or fret about the future of religion or civilization—God will see to that. He has infinite time to work out His plans, and humanity has perhaps thousands of years before it in which to solve its problems.

But we as individuals have only a very few years indeed. For God has given each one of us here a particular piece of work to do. This is the time when we should try to find out what that work is, and to ask ourselves are we doing it as in His sight. For in the last day of judgment that alone will the thing which we will be asked to give account for, that will be the one thing for which we will be held responsible.

In conclusion we may ask the question: Can a man indeed stand amid the severe temptations which assail him in the East? No man can stand in his own power, and no man needs to. Fall but let it be upon your knees; not at the feet of the tempter, but at the feet of Him who will give you power to overcome.

At the famous battle of Bannockburn King Edward saw the Scots on that terrible morning bend their knees. "They kneel," he cried, "they ask forgiveness." "Yes," said one of his barons, "but they ask it from God, and not from us." These men either will conquer or die on the field. And they conquered. So, my friends, when you fall, let it be at His feet, and you too shall be more than conquerors through Him who loves you.

SERIOUS STABBING CHARGE.

DOCTOR'S TALK OF FICTITIOUS SORE THROAT.

At the Central Magistracy yesterday afternoon, before Mr. E. Lindell, Chan Hung Kwong and Wong Ti, alias Wong Sam, two young Chinese, were charged with maliciously wounding Mak Kwok Sang, a Chinese doctor at Sai Wan Ho on July 3rd.

Mr. C. A. S. Russ prosecuted, while the second defendant had retained Mr. B. S. Corke who, as reported exclusively in the Daily Press yesterday morning, was found dead in bed on Sunday. The late Mr. Corke's Chinese interpreter listened to yesterday's proceedings, pending the possible instruction of another solicitor.

Mr. Russ, outlining his case, said that the complainant had had a partner, with whom he quarrelled, and who had disappeared. It was believed that the two defendants were connected in some way with this man.

On July 3rd, the complainant was with the two defendants at Sai Wan Ho, when one forced him backwards into a side-channel by the roadside, while the other stabbed him in the abdomen with a sharp instrument, believed to have been a dagger. The force of the blow luckily was taken by his wallet and cigarette-holder. He was stabbed several times.

The complainant, giving evidence, said that he was a doctor living at 25, Bonham Strand East, second floor. On July 2nd, the first defendant asked him to attend his aunt, who was suffering from sore throat. On that day, they merely discussed the fee. Witness saw the first defendant again next morning, when the man offered him \$2 on account, which he accepted. Witness accompanied Chan Hung Kwong to Sai Wan Ho, where they went by tram, alighting at the market. There the first defendant beckoned to the second defendant, who was standing outside the Chu Yuen pawnshop. The three went into a tea-house, where they stayed for about three-quarters of an hour, and then proceeded up a lane by some new buildings.

In this lane, the second defendant pushed the witness, causing him to fall on his back into the side-channel. He then stood over the witness, and held him down. Witness called out "What is the matter?" whereupon the first defendant, who was a few paces ahead, turned back, produced a dagger from a piece of newspaper, and stabbed the witness on the left side of the abdomen. Witness, had in his left hand-pocket a leather wallet and a cigarette-holder (produced), and these took the force of the blow. Witness struggled as well as he could with hands and feet, but he received several more stab wounds, most of which, however, failed to take effect. He sustained three stab wounds in his body. He was also struck in the face with a chisel, some of his teeth being broken, which had since been replaced. He called out "Save life" at the top of his voice.

The two defendants then bolted, went on the witness. He got up and chased them, blowing his whistle. He lost sight of them, however, and being weak from loss of blood, and afraid that he might faint, he went back to Sai Wan Ho, where he entered a shop with an Indian policeman and wrote out a report of what had occurred.

Other witnesses having given evidence corroborating parts of the complainant's testimony, the defendants were remanded until the 16th inst.

GAOL FOR STOWAWAYS.

COMPLICATED CASES AT THE KOWLOON COURT.

Two cases which were closely connected came before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday.

In one case, So Sei Chi, a shop-master, and Chung Kum, unemployed, were charged with aiding and abetting two stowaways to obtain a passage on the s.s. Boston without paying their fares. Mr. G. Haywood, representing the first defendant, asked for a remand, which was granted until next Thursday.

The two stowaways mentioned in this case were among four Chinese who were sentenced on the same morning to one month's hard labour each for having stowed themselves away on the Boston. It was stated that two of them wanted to go to Singapore, and that the other two were attempting to get as far as Holland.

The men all pleaded that they had paid \$200 to another man to defray their passage expenses.

LOCAL SPORT.

TENNIS.

FINAL OF HONG DOUBLES.

A WIN FOR THE NAVY.

The final of the Hong Tennis Doubles was played off on the Hongkong Cricket Club ground, yesterday afternoon, before a fair number of spectators. The finalists were: Commodore H. E. Grace, R.N., and Lieut. Comdr. R. E. Worthington, R.N., representing H.M.S. Tamar; and G. W. Sewell and A. D. Humphreys, representing Messrs. Robertson and Wilson and W. G. Humphreys & Co.

The Naval representatives won by three straight sets, 6-1, 6-2, 6-3. From the score it would appear that the winners gained their victory somewhat easily, but such was certainly not the case. In the first and third sets the commercial representatives played a rattling good game of tennis and some bright and interesting rallies were seen. Many of the games went to deuce before they were won. In the third set Grace and Worthington were leading four games to love when Sewell and Humphreys made a good recovery and secured two games consecutively and finally made it 5-3 before going under.

Commodore Grace played one of his best games of tennis on the Club ground. The match was umpired by Lieut. Col. Robertson.

MILITARY FOOTBALL.

The first Semi-final in the "Montague-Rates" Platoon Cup Competition is to be played at Murray Barracks, on Thursday, 11th instant, at 3.30 p.m.

CRICKET NOTES.

The nets were put up on the H.K.C.C. ground for the first time this season on September 1st. In spite of the tremendous heat there was a fair turn out, but it is of course too early to criticise at present. Most people are engaged in "loosening up" after the off-season. There seem one or two newcomers who shape well with the bat and I hear rumours of a wicket-keeper. L. J. Davies was keeping for a short time on Tuesday and he tells me he hopes his leg will stand it this year. The new man will have to be uncommonly good to displace L. J.

I have heard nothing but approval regarding the selection Committee. Mr. A. E. Wood has a tremendous experience of cricket outside the H.K.C.C. ground and any good player from the outside clubs will be sure of a trial. At the present I doubt if any player outside the H.K.C.C. members is a probable, with the exception of A. H. Runjahn. But there are several who will doubtless be tried. Balhatchet, for instance, and the better of the lambs—I never can remember which he is. Ling, too, can bowl on his day.

I noticed that the Committee had power to add to their number. I sincerely hope they will not do so. I prefer a paucity of culinary artists to a plethora of gas merchants as regards pertinent proverbs. And there really is no one who has such outstanding merits as a judge of cricket as to entitle him to make a fifth member. But it may be noted in passing that the Committee will lie on no bed of roses. There will be about fifteen people for the last five places.

R. ARBIT.

TO-MORROW'S ST. LEGER.

PROBABLES AND BETTING.

The St. Leger, the principal event of the Doncaster September meeting, will be run off to-morrow. The probabilities, according to a Reuter cable, are:—Bright Knight (Frank Bullock), Burslem (Beary), Cape Horn (Archibald), Hurstwood (Victor Smyth), Irish Mond (Allemand), Leonardo (Pryor), Obliterate (Childs), Farnham (Elliott), Polyphontes (McLachlan), Reggie (H. Beasley), St. Germain (Lane), Salmon Trout (Casslake), Sansovino (Weston), Santorb Donoghue), Shamblers (Jellis), Transvaal the Second (Ferre), and Watford (A. Smyth), Great Barrier, Spalpeen and Zodiac.

Betting:—2 to 1 Polyphontes, 6 to 1 Salmon Trout, 9 to 1 Hurstwood, taken and offered; 10 to 1 Sansovino and Strait-lace offered; 100 to 9 St. Germain, taken and offered; 100 to 9 Iris Mond, 100 to 6 Cape Horn and Transvaal, and 20 to 1 Bright Knight offered.

"ALL IN."

RICKSHA, MOTOR-CAR AND TRAM COLLIDE.

A ricksha, a motor-car and a tram-car were involved in a collision in Des Vaux Road West on Sunday afternoon.

The driver of the motor-car attempted to pass the ricksha, which at the psychological moment swerved and the two vehicles collided. The tram-car following closely behind collided with the rear of the motor-car.

Fortunately the damage done was very slight. The motor-car had one of its rear mud-guards smashed, whilst the ricksha's pulley and his face were severely shaken.

SUMMARY COURT.

CASE ADJOURNED OWING TO SOLICITOR'S DEATH.

A case was to have been heard in the Summary Court yesterday morning in which the Chung Tat Garage Co., Ltd., were to have appeared as plaintiffs and the China Hing Motor Bus Co., as defendants, but owing to the sudden death of Mr. B. S. Corke who was to have appeared for the defendants, the case was adjourned, pending the engaging of a new solicitor.

MISGUIDED THIEF.

CHOOSER POLICE SERGEANT AS VICTIM.

The story of a thief who was misguided enough to delve into the pocket of a Police sergeant in plain clothes was told to Mr. E. W. Hamilton at the Kowloon Magistracy yesterday.

Inspector Blackman, outlining the facts, said that a Chinese sergeant and a constable travelled in a crowded bus, on which the defendant was also a passenger. The constable saw the defendant put his hand into the sergeant's pocket, take something out, and pass it to another man, who got off the bus and ran away. The constable informed the sergeant, who searched his pocket, and discovered that a sum of \$3 was missing. When the defendant was arrested, he offered the sergeant \$2 to let him go.

The Chinese sergeant and constable, both Wei-Hai-Wei men, gave corroborative evidence.

Six previous convictions were recorded against the defendant, and the Magistrate, remarking that he was a thorough scoundrel, passed sentence of six months' hard labour.

Out of \$7.54 cents in the man's possession, a sum of \$3 was ordered to be handed to the sergeant, to compensate him for his loss. This proceeding, observed his Worship, would leave \$1.54 cents for the prisoner when he came out of gaol.

A NEW DEVELOPMENT AT CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

CANTONESE V. BOLSHEVISTS.

Henceforth, the districts of Kwangtung will not remit taxes to the Provincial Government in Canton, as a sign of protest against the introduction of communism into their territory by Liao Chung Hoi and other Chinese Bolshevists now dominating of the Kuomintang Government. A general understanding was arrived at to this effect by the representatives of the leading Cantonese who met recently near Fatsan, a city some 15 miles from Canton.

To avoid immediate mutiny on the part of the mercenary troops brought into Kwangtung by Dr. Sun Yat Sen, who is now no longer able to regularly support them, it has been decided that those mercenaries whose commanders have agreed to remain neutral in the coming struggle between the Bolshevists and the Cantonese people may continue to collect the several taxes as they have been doing. So far, only the mercenary troops under the Kwangtung army commander, Liu Chen Huan, a strong Bolshevist backed by former Civil Governor Hu Han Min of Kwangtung, have failed to act in accordance with this general understanding.

Liu Chen Huan, as instructed by Hu Han Min and Liao Chung Hoi, has been making war against the people of Tung-kun City, on the East River, apparently for having failed to resume business as the Canton authorities ordered after the supposed settlement of the arms strike in Canton. Liu Chen Huan's troops inside Tung-kun are being surrounded by the people's volunteers, eventually the Kwangtung will have to completely withdraw from Tung-kun.

CHINESE TREASURES.

MANCHESTER'S ART COLLECTIONS.

At the luncheon of the Manchester Rotary Club on August 7th an address was given by Mr. John Hilditch on "The art of collecting Chinese treasures." There were now, he said, more collectors of Chinese treasures than ever there were, and yet it was possible to pick up many, and in places often where people would little expect to find them. He had been asked where a collector should begin, and he had replied, "With blue and white porcelain," though he did not say there were no pitfalls.

The necessary knowledge for collecting was more easily acquired in London than in Manchester. In London, at the British Museum and at South Kensington, Oriental art treasures of collectors were received and from time to time exhibited. It was eleven years since they had had a representative exhibition of Chinese things in Manchester; but they had now the best of the late Mr. Leicester Collier at The Paragon, Didsbury. That was unfortunately only another example of the blind leading the blind. Mr. Hilditch mentioned some of the objects in cases at this exhibition, and said he would like to know who had marked them.

CANTON HARBOUR.

NO PROGRESS WITH IMPROVEMENTS.

Mr. H. S. Sweeting, Harbour Master at Canton in a report which is published as an appendix to the report of the Commissioner of Customs for 1923, says:—

The year 1923, in so far as any improvements to the harbour are concerned, has made no advance on the previous year. The most that can be said is that foreshore property at the Wongsba Rice Market has been sold, and the buyers granted permission to commence bunding operations, but, though the necessary permission has been obtained, no bunding has yet been commenced. It is in this particular locality that bunding is most desirable, for the effects it would have would be of the greatest assistance in the removal of the mud-bank off Shamen. To properly conform to the normal line it would be necessary to reclaim a part of the foreshore off Shamen, thus adding to its area a space of approximately 3 acres. The cost of this reclamation could be balanced by the sale of the land reclaimed, but whether or not the reclaimed land could be sold as building lots is a question. In the Front Beach a reclamation project had in view the reclaiming of the foreshore from the Canton Hospital to the Electric-light Works, embracing Hoichu, an area of 1,443 ch'ing, excluding roads, but, as the project did not include the removal of the Dutch Folly rocks, it met with opposition and was eventually abandoned. That such a scheme would be of great benefit to the city is admitted, but only when carried out in its entirety, which includes the bunding of the Honam foreshore and the removal of the Dutch Folly rocks. Plans for this scheme have been in existence for some time past, but political unrest and lack of funds have made the realization of the scheme something to be hoped for in the future rather than expected at the present. In the Back Beach the Yee Cheong Godowns, long disused, have been put in a state of repair and the bunding reconstructed with a view to having pontoons moored in this locality for loading and discharging. The work is being carried out by the Nishin Kisen Kaisha. The Wongsba Fish Market still remains, though a tentative effort was as one time made to effect its removal: the Yueh-Han Railway, which would derive the most benefit and which had promised a site farther up the river, now states that the site is not available. With the Fish Market remaining in its present position, it is hopeless to expect any improvement immediately below it and off Shamen. In the event of a bunding being commenced at the Wongsba Rice Market, the innumerable junks, sampans, and flower-boats that infest this part of the harbour will be forced farther out into the river, thereby further narrowing the channel for deep-water vessels. This is a problem that cannot be overlooked in any conservancy scheme for the harbour, for, whilst the construction of bunds on the wharves line is most desirable, they will at the same time force the floating population out into the river. A journey down the Front Beach will fully demonstrate what will happen when the scheme for reclaiming is taken in hand.

The time has come when the question of having a dredger, belonging to the port, should be seriously considered. At present there is no means of removing silt of any kind other than by native boats, a laborious and unsatisfactory method. The crossing at Taimoi shows signs of silting, and here the dredger could be usefully employed, at any rate, until such time as the Elliott Passage can be closed, or partially closed so as to divert the ebb stream and help to keep the Taimoi Crossing open by scouring. There is also the question of a survey of the river to be dealt with, though this does not properly come within the province of the harbour authorities. The charts now obtainable are unreliable and date back some 20 years. A new survey of the river from Canton to Bocca Tigris is badly needed, more especially at Taimoi, Fenshuitan, Iron Barrier, and Second Bar. The moorings and swinging buoys in the harbour have been kept in an efficient condition, also the buoys used as aids to navigation. The Codrus Rock Beacon was run into and overturned, the piles breaking off at the river bed; a new beacon has been erected on the rock itself. Owing to the fear of piracy, practically all the rice in the early part of the year was shipped to Canton by steamers; this caused a shortage of pilots, and their numbers have now been increased from 15 to 20. No wrecks of importance have occurred during the year. An additional clause to the Harbour Regulations was added in January limiting the speed of launches to 10 knots.

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	I BELONG TO GLASGOW	" " " "
3428	IT LOOKED ALL RIGHT	GEORGE ROBBY
	GUY	" " " "
3451	BLOTTO	JACK BUCHANAN
	TAKE A STEP	" " " "
3336	MAGGIE! "YES MA" (Come Right Upstairs)	FOX-TROT
	THAT'S EVERY THING	" " " "

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NEW ADVERTISEMENTS

NOTIFICATION.

THE OFFICE and Stations of the CHINESE MARITIME CUSTOMS at Kowloon and District will be CLOSED to PUBLIC BUSINESS on SATURDAY, the 13th, SEPTEMBER, 1924, being the Mid-Autumn Festival.

R. H. R. WADE,
Commissioner of Chinese Customs,
Kowloon and District.

York Buildings,
Hongkong, 8th September, 1924. [1240]

HONGKONG CLUB.

NOTICE.

THE FOURTH YEARLY DRAWING OF TWENTY TREASURES OF THE HONGKONG CLUB (1920 issue—\$500 each) was held in the Club House on MONDAY, the 8th SEPTEMBER, 1924, when the following Debentures were Drawn for Redemption:

17	256	418	757
62	291	434	782
94	375	588	764
179	378	620	838
218	411	627	837

and will be Payable at the Hongkong and Shanghai Banking Corporation on TUESDAY, the 30th SEPTEMBER, 1924, in exchange for surrender of Same.

By Order,
T. A. ROBERTSON, Lt.-Col.,
Secretary.

Hongkong, 8th September, 1924. [1239]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HESUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be Consigned risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown of and after 8th September.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Thursdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 29th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th September, 1924. [1237]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamer "H.A.V." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless Instructions are given to the contrary before Noon, To-day.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 13th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
N. V. CARL BODIKER & CO.'S
HAMBURG-LATSENFELD (LTD.),
Agents: Rickmers Linie.

Hongkong, 8th September, 1924. [1238]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SQUADAN."

ARRIVED HONGKONG ON 4TH SEPT., 1924.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf, B.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MAKENZIE & CO.,
Agents.

Hongkong, 5th September, 1924. [1230]

INTIMATIONS

NOTICE.

WE beg to inform that Mr. RASSEM is leaving for Bombay and that Mr. DRUMET will manage the Business of the Firm as from the 8th instant.

CURRIMBOY & CO., LTD.
1239]

HONGKONG JOCKEY CLUB.

MEMBERS who intend keeping Ponies in Training for the forthcoming ANNUAL RACE MEETING are requested to intimate to the Manager of the Stables the Number of Stalls they require at as early a date as possible.

[1235]

THE HONGKONG HOCKEY CLUB.

THE ANNUAL MEETING of the above Club will be held in the Hongkong Cricket Club Pavilion (Secretary's Room), at 5.30 p.m., on FRIDAY, 12th SEPTEMBER, by kind permission of the Hongkong Cricket Club. All those desirous of joining the Club are invited to attend.

A. BOWEN,
Hon. Secretary.

The Hongkong Hockey Club,
Hongkong, September 8th, 1924. [1236]

THE HONGKONG CHINESE-MER-CHANTS STOCK & PRODUCE EXCHANGE MART CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at No. 26, Des Voeux Road Central, on WEDNESDAY, the 17th SEPTEMBER, 1924, at 12 Noon, when the Subjoined Resolution, which was passed at the Extraordinary Meeting of the Company held on the 1st SEPTEMBER, 1924, will be submitted for confirmation as a Special Resolution.

RESOLUTION:

That the Company be wound up voluntarily and that Mr. CHENG MAN PO be appointed Liquidator for the purpose of such Winding up.

By Order,
WONG KWAI HI,
Assistant Manager.

Dated 1st September, 1924. [1234]

HOLT'S WHARF, KOWLOON.

IN the Event of the Owners of the under-mentioned Goods not taking Delivery by 14th SEPTEMBER, they will be Sold at PUBLIC AUCTION to defray Cost of Storage, etc.

THE PACIFIC TRADING CO.

P 9 C	18	8 cases Steel Files	Stored 12.3.19
P 10 C	1.4/4.9	6 cases Wood Screws	

BUTTERFIELD & SWIRE,
Agents.

[1231]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel "GLENOGLE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 9th September, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. GODDARD and DOUGLAS, on 8th Sept., 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 2nd September, 1924. [1219]

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENLAWEES."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 30th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 6th September, 1924. [1232]

INTIMATIONS

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share on the Old Shares (Fully Paid) and Three cents (3 cents) per Share on the New Shares (\$1.00 Paid) has been declared for the Half Year ending 30th June, 1924.

Such Interim Dividend will be payable on and after TUESDAY, the 23rd SEPTEMBER, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHAREHOLDERS of the Company will be CLOSED from the 1st SEPTEMBER, 1924, until the 23rd SEPTEMBER, 1924 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3rd September, 1924. [1220]

HONGKONG REALTY AND TRUST CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS OF HONGKONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Hongkong Hotel, Pender Street, Hongkong, on WEDNESDAY, the 10th DAY OF SEPTEMBER, 1924, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Fifteen Months ending the 30th June, 1924; confirming the appointment of Directors, and re-selecting Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 3rd of September, 1924, until WEDNESDAY, the 10th day of September, 1924, both days inclusive.

By Order of the Board,
PERCY H. SUELLING,
Acting Secretary.

Hongkong, 28th August, 1924. [1201]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7128 for 25 Shares, 24 per Share Paid up, number 55128/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming, the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 8th September, 1924. [1235]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New Fast, Well-appointed Steamer "HAINING" at the Reduced Rate of \$80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—12 days.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Douglas Steamship Co., Ltd.,
Hongkong, 17th June, 1924. [1208]

OFFICES TO LET.

TO LET—OFFICES on 1st and 3rd Floors, No. 14/15, PRINCE STREET.

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FOE MAZONE — THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,
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London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 9TH, 1924.

THE CIVIL WAR IN CHINA.

Things have come to pass in China as we indicated more than a week ago they probably would. When the Kiangsu General declared war on the General of Chekiang we wrote: "There are indications that a serious clash of arms in Chekiang will not be confined to that one province. The Kiangsu Tsuchin's movement is evidently part and parcel of Wu Pei-fu's scheme of 'unification by force,' and if Wu Pei-fu moves, there is every likelihood that CHANG TSO-LIN will move also." And so it has turned out. The Peking Government—which has the military backing of Marshal Wu Pei-fu—had no sooner declared that the Kiangsu movement had its full support than the Manchurian War Lord came prominently into the scene with a declaration of war both against the Peking Government and against the War Lord of Loyang (Marshal Wu Pei-fu) so that China is in for war on a grand scale. As to how long it may last or what will be the outcome of it all, it would be futile at present to speculate. Every province in China will probably be throwing troops into the fray on one side or the other, though the decisive battles—if there is to be anything decisive about them—will be fought in the fertile valley of the Yangtze and the Northern provinces. Great preparations have been made for this war by the two leading protagonists. Since Wu Pei-fu inflicted defeat on CHANG TSO-LIN's armies in the vicinity of Peking in the Spring of 1922, and drove them back into Manchuria, Marshal CHANG TSO-LIN has devoted himself assiduously to the re-organisation of his great army, and it was a popular belief in the Spring of last year that he was ready and would attempt another descent upon Chihli.

Wu Pei-fu made obvious preparations for meeting it, but just when the clash was expected, the startling Lincheng outrage occurred, and it was believed that the militarists of all factions were so disturbed by the prospect of drastic military action by the foreign Powers that thoughts of civil war were overshadowed if not completely forgotten.

The war cloud has now suddenly burst. All the fences are down. Behind all the professions of deep sympathy for an oppressed people, one can see that it is for CHANG a war of revenge. "The wickedness of TAO KUN (the President) and Wu Pei-fu," he says, "has accumulated mountain high." Among the "crimes" he charges them with is the destruction of the self-Government system. Its rehabilitation, we take it, is the main object of himself and the other "Constitutionalist" leaders who are affiliated with him in the war, but fuller information on this subject is greatly needed, in view of the declaration made on CHANG's behalf by his Secretary a few months ago that "centralisation of power must no longer exist in China." We asked at the time what that declaration really involved, for under the new Constitution ample provision is made for provincial self-government, but the very first Article of the Constitution insists that "the Republic of China shall be a unified Republic for ever." So far as the views of the Constitutionalist leaders have been made public they fit in with the terms of the existing constitution, but CHANG's declaration that "centralisation of power can no longer exist in China" is open to the interpretation that he is aiming at the partitioning of China into eighteen or twenty entirely independent States. Not until the thirst for revenge has been satisfied and the protagonists begin to have consideration for the future political status of China, is mediation by the foreign Powers likely to be welcomed.

During the 48 hours ended the 7th inst. two (Chinese) cases of enteric fever were notified in the Colony.

The Governor of the Straits Settlements has appointed the Hon. Mr. F. M. Baddeley to act as Colonial Secretary and as a member of the Singapore Harbour Board.

A report has been made to the Police by Mr. Behar that whilst bathing at Repulse Bay on Friday his wife lost a gold ring set with diamonds and platinum, valued at \$1,500.

A deck passenger died from heart failure on the s.s. *Taiwa* during the voyage from Singapore to Hongkong. There was an addition to the passenger list of the s.s. *Rheus* when a child was born on board during the voyage to Hongkong.

An Indian guard of the s.s. *Shantung*, who was charged some time ago with being absent from his ship without permission, came before the Marine Magistrate on remand yesterday morning. The defendant said that when he tried to get back to duty on his vessel from shore he could not find a sampan to take him owing to the No. 1 typhoon signal being hoisted. The Magistrate (Lieut.-Comdr. G. F. Hole, R.N.) discharged the defendant with a caution.

OBITUARY.

CAPTAIN OLAF OLSEN.

The death took place at the French Hospital, yesterday morning of Captain Olaf Olsen from blood poisoning following a bad attack of prickly heat.

Captain Olsen, who was 48 years of age, has been with the Mercantile Marine in the Far East for over 20 years. He was for some years master of the s.s. *Childer*, owned by Messrs. Thorsen & Co., but latterly he had been chief officer of the s.s. *Prometheus*, a Chinese owned boat.

The deceased leaves a wife and a small boy, who are residing at Tonsberg, Norway.

The funeral took place yesterday afternoon.

DR. KOCH AND THE PUBLIC HEALTH.

"URGENT NECESSITY" FOR CO-ORDINATION.

At to-day's meeting of the Hongkong Sanitary Board Dr. W. V. M. Koch, pursuant to notice, will ask:

i. Will the Head of the Sanitary Department lay on the Table the Report on Cholera in the Tung Wah Hospital in 1902 drawn up by Dr. Pearce.

ii. What official of the Sanitary Department is responsible for the inspection of

(a) Animal Food Stuffs slaughtered in the Colony.
(b) Animal Food Stuffs imported into the Colony.

The next item on the agenda is the following motion by Dr. Koch:

"In the opinion of the Board owing to the steady increase of the population of the Colony and the health problems presented there is urgent necessity for co-ordinating all measures connected with Public Health and the Prevention of Disease and this Board respectfully recommends that the Government be pleased to extend the Board's functions so as to enable it to deal with all such matters and thus constitute it a General Board of Health."

A further item on the agenda reads: "Notes on the constitution and powers of the Sanitary Board."

ATTEMPTED PIRACY.

WEST RIVER INCIDENT.

News of an attempted piracy on the West River, near Wangmoon, where the s.s. *Tai Lee* was pirated last January, has been brought to Hongkong.

It appears that a small cargo steamer, the *On Shing*, trading between Hongkong and Wuchow, when passing through a narrow part of the river, about one hour's steaming from Wangmoon, had searchlight trained on her from a part of the shore, about 500 yards distant. The Captain at once ordered full steam ahead. At the same time firing was opened on the ship from the same bank of the river and for a time it simply rained bullets.

Two row boats were seen to put out from shore and these came alongside the *On Shing* but the people in them—presumably pirates—were unable to scale the sides of the ship. After three-quarters of an hour's steaming the vessel passed out of range of the bullets.

The ship carries a crew of 40 and one of these—a small boy—was wounded in the arm by a shot from a rifle, whilst another member of the crew had a bullet through his trousers.

Though the ship is a small one she was full of cargo and she would have been a valuable prize to pirates. Curiously enough before the *On Shing* left Hongkong a number of men tried to ship as passengers in the guise of poultry dealers, but for some reason they were not allowed to board and subsequent events give the impression that they were confederates of the bandits ashore.

As the ship does not possess a passenger licence, she does not come under the local Piracy Regulations and does not carry any ship's guards.

BRITISH CONSUL'S RECENT WARNING TO DR. SUN.

[FROM OUR CHINESE CORRESPONDENT.]

CHINESE APPRECIATION.

Mr. Chung Shing, Speaker of the Kwangtung Provincial Assembly, has communicated the following to the Dean of the Diplomatic Corps in Peking with a request that he will transmit same to the several Governments concerned:—

"The people of Kwangtung deeply appreciate the action of the Consular Corps in Canton warning Dr. Sun Yat Sen against his intended bombardment of their defenceless capital. Dr. Sun Yat Sen's Kuomintang Government, irregularly constituted, has never been recognized at home or abroad. Its recent work of devastation and oppression has been akin to that of pirates and bandits in South China, against whom the British Naval Authorities, especially at the request of the consular representatives of the Governments whose interests were being affected, have been justified in taking all necessary steps."

The Canton newspapers did not publish yesterday. They were observing another "Day of National Humiliation," namely the signing of the Protocol embodying the penalties imposed by the Powers for the Boxer rising and its attendant outrages upon foreign life and property.

NORTHERN WAR SPREADS.

CHANG'S DECLARATION AGAINST GOVERNMENT.

PEKING DENOUNCES MARSHAL LU.

CONFLICT PROBABLE THROUGHOUT CHINA.

CHEKIANG ARMY ADVANCING ON CHANGCHOW.

(THROUGH REUTER'S AGENCY.)

MUKDEN DECLARES WAR.

SHANGHAI, September 8th.

Chang Tso Lin has declared war against the Peking Government and Marshal Wu Pei Fu.

CHANG'S INDICTMENT.

SHANGHAI, September 8th.

Marshal Chang Tso Lin has issued a telegraphic proclamation in which he says that "despite the fact that the people of China are suffering from military oppression and that nine homes out of ten in Szechuan, Hunan, Kwangsi and Kwangtung have been picked bare, and, in addition, drought has affected more than ten provinces, which are in a pitiful plight, President Tsao Kun and Marshal Wu Pei Fu, with perverted minds, are bent more than ever upon showing their ferocious fangs. Not only have they shown no sympathy towards the affected provinces, but they are afflicting hitherto unaffected regions with military calamities."

"The wickedness of Tsao Kun and Wu Pei Fu," he says, "has accumulated mountain-high. They have bribed Members of Parliament in order to steal their present positions, have destroyed the self-government system and are trying to appropriate the remitted Boxer indemnity to their own ends." Chang Tso Lin adds that they have been allowed some respite only because of the intensity of the distress of the people, which has made him refrain from causing further devastation to China.

Chang Tso Lin adds: "I feel it my bounden duty to lead my Army and swear to rid the country of these traitors, thereby removing the obstacle to our National peace and reviving the vitality of the people. Nobody will be disturbed wherever my Army happens to be, as my only object is to kill the chief offenders, leaving all others absolutely unmolested. Let the Sun of Heaven witness this utterance of mine."

A PEKING DENIAL.

PEKING, September 8th.

The Government denies knowledge of Chang Tso Lin having declared war in a circular telegram.

PEKING DENOUNCES LU.

PEKING, September 7th.

The Government has openly come out against Chekiang by issuing a Mandate depriving Marshal Lu Yung Hsiang of his official rank and ordering Marshal Chi Hsih Yuan, Military Governor of Kiangsu, to send an expedition to compel the rebels to submit to the Central Government.

The Peking Mandate quotes a telegram from Chi Hsih Yuan of September 4th in which he mentioned that Lu Yung Hsiang on September 3rd issued a circular telegram denouncing the Central Government opened fire on the Kiangsu on the 4th. It says President Tsao Kun has received telegrams from Wu Pei Fu, Wang Chen Ping, Feng Yu Hsiang, Hsiao Yao Nan and Wanghua Ti-ching drawing attention to the necessity to punish Lu Yung Hsiang. Lu's actions, as reported in these telegrams, show that he is a rebel and disturber of the peace. The President has therefore decided to dismiss Lu Yung Hsiang and Ho Feng Lin, who are deprived of their official ranks and orders.

Chi Hsih Yuan is ordered to send an expeditionary force against Lu, while all military officers in that region are instructed to co-operate with Chi for the restoration of peace and order, and also for the protection of foreign lines and property. The Mandate says the President's chief object is to maintain peace and pacify the people.

"The punitive Mandate enumerating Lu Yung Hsiang's crimes and ordering armed force to be used to bring Lu to submission on the authority of the Central Government was promulgated after being discussed at a special Cabinet meeting this afternoon. A communiqué states the Government at first hesitated to issue the Mandate but has now done so because Lu openly revolted against the Central Government. The Mandate has in view the hastening of the end of civil war."

LU ON THE MARCH, TO ATTACK CHING.

Marshal Lu in a communiqué states that the Chekiang second army, comprising 20,000 men, yesterday morning advanced from Changshing, 10 miles south-east of Taihu lake, in the direction of Ching, 30 miles north.

A report was received this morning that the Chekiangites were only 10 miles from Ching, which is expected to fall to-day or to-morrow. The main objective is believed to be Changchow, which is the Kiangsu headquarters.

FIGHTING AT LIUHO.

There have been attacks and counter-attacks at Liuho, where, a communiqué says, the position remains practically the same.

Fifteen hundred more reinforcements have been sent to Liuho from Shanghai to-day.

BIG CONFLICT PROBABLE.

LONDON, September 8th.

There appears every prospect that Chang Tso Lin's grave action will lead to one of the biggest conflicts in China since the Revolution, involving all the Yangtze and Northern provinces. The struggle began with the attempt of the powerful Chihli party, under China's military dictator, Wu Pei Fu, to obtain control of Shanghai and the rich surrounding region without which he is unable to complete the project of extending their control in the Northern provinces to the rest of the country. But the Chekiang military governor is helped by the powerful Chang Tso Lin and the Canton President, Sun Yat Sen, who are both now intervening in his favour.

HOME PRESS COMMENTS.

LONDON, September 8th.

The Daily Telegraph's diplomatic correspondent says the movement in favour of the Powers pacifically intervening in China is rapidly gaining ground both in America and Britain.

The Daily News says it is our duty to take a share with other European powers in the defence of the foreign colony of Shanghai.

SPECIAL INSURANCE RATES.

The Times states that there has been a demand in the London market for special insurance of property in China against the risk of damage by war or civil commotion. The property covered is mostly in warehouses of the leading cities, notably Shanghai. A good deal of business was done a few days ago on the basis of a three per cent. premium but five per cent. was quoted in some quarters towards the end of the week. The rate for the month remained at 3½ per cent.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

IRISH BOUNDARY DISPUTE.

AN IMPORTANT LETTER.

INVESTIGATION BY POLITICIANS.

LONDON, September 8th.

It is hoped in some quarters that the Ulster Government may be influenced in favour of agreeing to appoint a Boundary Commissioner by the action of Lord Balfour in publishing a letter to Lord Birkenhead, one of the negotiators of the Anglo-Irish Treaty. The former wrote to him in March, 1922, strongly contending that the boundary clause meant that a Boundary Commission was intended to make only minor readjustments, and saying it was inconceivable that any competent and honest arbitrator could take the opposite view. Thirty members of the House of Commons of all parties are now touring the boundary region and investigating the situation.

BRITAIN AND THE SOUDAN.

MEETING WITH ZAGHLUL IN LONDON.

LONDON, September 8th.

Reuter understands that Zaghul Pasha has informed Mr. MacDonald that he is ready to meet him. Mr. MacDonald has accordingly sent a communication hoping that the meeting will occur towards the end of September. It appears almost certain that the meeting will be in London in view of the fact that Mr. MacDonald, owing to numerous engagements, is unable to leave England.

THE WORLD'S SPORT.

HOME RACING.

THE ST. LEGER.

LONDON, September 8th.

Latest St. Leger "scratches" are: Burslem at 11/30 to-day and Hurstwood. [The St. Leger probabilities are given on another page.]

OBITUARY.

MISS GORDON-CUMMING.

LONDON, September 8th.

The death is announced of Miss C. F. Gordon-Cumming.

[Miss Constance Frederica Gordon-Cumming, who has passed away at the age of 87, after travelling in the East for about 19 years, devoted the later years of her life to the development of the invention of the Numerical Type for the use of illiterate Chinese, both blind and seeing, in Mandarin-speaking districts of China. She was the 12th child of Sir William Gordon-Cumming, the second Baronet of Altyre and Gordon-stoun.]

EARLIER CABLES.

GERMANY AND WAR GUILT.

MAY REPUDIATE RESPONSIBILITY.

BERLIN, September 7th.

The French Ambassador, acting under M. Herriot's instructions, has informed Herr Maltzahn, the Foreign Under Secretary, that the despatch of Germany's note disclaiming responsibility for the war would at the present juncture create a bad impression in France, therefore it would not be to Germany's interest to send it. Herr Maltzahn admitted that his Government was averse to sending the note, but felt bound by its pledge to the German Nationalists, who had made this note one of the conditions of their support of the Dawes agreement. It is understood that Herren Marx and Stresemann, who are on holiday, have been asked whether the note should be sent to the Allies or not. Lord D'Abernon has not yet been instructed to make representations similar to the French Ambassador's.

BRITAIN'S WARNING.

In connection with the question of Germany's war guilt, the Vorwarts' Geneva correspondent states that the news that the German Government intended to send a note to the Allies repudiating its guilt caused general stupefaction. Mr. MacDonald telegraphed warning the German Government against committing such an act of folly. Mr. Branting and Dr. Nansen acted similarly.

A high British personage declared that if Germany did this, then everything would be finished. Apparently the warnings have not been without effect, for up to now the German Government has not sent its note, and is undecided whether it should be sent at all, though the omission to send it will arouse wrath among the German Nationalists.

FOUNDATIONS OF WORLD PEACE.

BRITISH PREMIER ON THE LEAGUE.

LONDON, September 7th.

Mr. MacDonald has arrived. Interviewed by Reuter, he stated that the foundations of world peace had been well and truly laid. He was of opinion that the names Herriot and Geneva would be for ever associated with the new world era. M. Herriot had declared for the first time that he seriously envisaged practical measures to enforce and ensure peace apart from the commissioners' work of elaborating schemes. "All the schools and universities must be taught that our countries aim at peace, and not war."

WORK OF THE TEACHERS. MISSIONARIES OF CIVILISATION.

The Right Hon. Edward F. L. Wood, M.P., former Minister of Education, was the speaker at a luncheon held on August 31st in connection with the City of London Vacation Course in Education, at the Imperial Hotel.

Mr. Wood said they had now come for hope that education was being definitely lifted out of the danger of being treated as a question of party politics. (Hear, hear.) As a result of that, he thought that those who had their interests at heart could look forward with some degree of confidence to steady progress along agreed, rational, and scientific lines. That would be an immense advantage. Nevertheless, whatever Parliament might try to do, everything depended on the teachers, who were the missionaries of civilisation. (Cheers.) Education, if it meant anything, must always mean the play of mind on mind, and the reaction of one mind on another. Intelligence was a very wayward and fastidious thing, and it was not to be dragged or coerced, though it could be influenced by personality. It was said that only a fraction of an iceberg was seen above the water. In the same way he believed that, whatever appearance of permanence the ordinary everyday activities of life might assume, the real seeds of man's hopes and aspirations, and his divine discontents were buried in much deeper soil, and although we could not see them, we knew most certainly that they existed. Therefore, the teachers who turned their pupils out into the world with the generous spirit of adventure, which was faith, and the power of perseverance, which was hope, and the sense of sympathetic understanding of the difficulties of others, which was charity, could rest assured that they had not been unfaithful to their trust, whatever they might have done in the teaching of actual knowledge. (Cheers.)

Since the war, the speaker went on, they had all been irritable and in a bad temper, and one of the symptoms of that state of mind was that the symptoms of that state of mind was that the imagination was dull, and that one judged by things that were obvious and near to one's hand. It had made them a prey to the Press, which told them what they ought to think, and this they followed blindly like sheep. (Laughter.) That was natural but unfortunate. To most of them the most difficult task was to think independently. If that task were easy it would be little use for anyone to advertise. (Laughter.) The first advertiser discovered the human weakness that, if one went on saying the same thing long enough, then the proposition would be assented to out of sheer fatigue. (Laughter.) That was really the secret of advertising. Yet, if it was unfortunate that they should allow their tailor or dressmaker to set the fashions they had to follow in the matter of dress, it was doubly or trebly unfortunate that they should feel they had to follow the fashions of the mind. He pleaded, therefore, that in the teaching of the future, citizens, they should seek to train the faculty of independent thinking. He did not say that they should ignore or underrate the inherited wisdom of the race, but he thought the really sane person was he who struck the balance between independence of thought and regard for the past, for that combination constituted what we meant by sanity. Sooner or later the child of to-day was going to vote Conservative, he hoped—(laughter)—Liberal perhaps, or Socialist perhaps—(laughter)—and it might be that when they were all fifty years older they would take a wiser view of the alternative policies of the political parties. What was important was the fact that, whichever way the child voted, that vote would help to settle the destinies of a great number of human beings, not only in this country, but throughout the world, and it was at school that the child should be led to form judgments on rational, moral, and sound foundations. (Cheers.) Without the teacher to help them there could be no confidence as to what would happen in the next half-century.

SCOTTISH SPORT. COUNTIES CHAMPIONSHIP.

PERTH DEFEATS FORFAR.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 8th.

Scottish cricketers had a mixed experience. In the West of Scotland the game was played under ideal weather conditions, but elsewhere rain brought about abandonment at more or less early stages. Fortunately the elements did not greatly interfere with the principal matches. By losing to Perthshire on the historic North Inch Forfarshire drop out of the running for this season's Scottish Counties Championship title, the winning of which now rests between Clackmannan County, Aberdeenshire, and Perthshire. The struggle for the mastery between the two great Northern rivals was of the usual grim character, every run scored having to be tenaciously fought for. The Perthshire captain, J. A. Ferguson contributed an invaluable innings for the champions at a critical stage, but in this department the feature of the match was the great effort made by A. Lindsay to force a win for the Forfarshire club. So long as the veteran was at the wicket Forfarshire's prospects were bright, but the later batsmen failed to emulate him, and Perthshire won deservedly. The match between Clackmannan County and Fifeshire was even more exciting. The Wee County's Championship aspirations seemed to be shattered when in just under two hours they were dismissed for a moderate 70. Fifeshire, however, fared even worse. Though Halley, received considerable assistance from the state of the pitch, his six Fife wickets for seven runs must rank as one of the best bowling performances of the season.

Though the prospects of Drumpellier retaining the Western Union Championship title are slighter as the result of their defeat by West of Scotland the position in this competition has if anything been made more open. Uddingston, with five matches still to play, against three by Kelburne, the present leaders, would appear to hold the better chances.

Counties Championship.

Clackmannan, 70; Fife, 51.
Perth, 124; Forfar, 114.
Western Union.
Clydesdale, 136; Ayr, 99.
Uddingston, 89; Polce, 75.
West, 146; Drumpellier, 63.
Club Matches.
Watsonians, 128; R.H.S., E.P., 44.
Kelburne, 158; Glas. H.S., F.P., 96.

FELLOWSHIP OF THE BRITISH EMPIRE EXHIBITION.

TEN THOUSAND POUNDS FOR SCHOLARSHIPS.

Empire Scholarships to the value of £10,000 will shortly be available as a result of the success of the Fellowship of the British Empire Exhibition. Up to a month ago receipts from subscriptions of members had reached in round figures £30,000. This represents a total membership of nearly 25,000 Fellows.

When the Scholarship scheme was first launched, it was hoped that at least ten per cent. of the revenue could be devoted to educational purposes. As the audited accounts show, this expectation has been more than realised: instead of ten per cent. there is about twenty per cent. available.

There are now being added to the Scholarship Fund donations from various sources, including the Kensington College, the Thomas Wall Trust, Miss A. P. Pochi, Mrs. L. G. Hannan, Miss E. M. Studholme and others. It is expected that further special donations will be received, and there is also a reasonable anticipation of a good addition to the Scholarship Fund from the Associate Branch of the Fellowship which has now been instituted. If, in the organisation of this Association Branch, the same degree of economy can be maintained, it is hoped that twenty per cent. of its receipts also will be available for the Scholarship Fund.

The trustees of the Scholarship Fund—Lord Ashurst, Lord Leigh and Sir Henry McMahon—will defer detailed decisions as to the employment of the Fund until the close of the year. But the general principles have been agreed to, that Scholarships will range from a total value of £100 to £1,000, and, inter-imperial relations by granting Scholarships to young people in Great Britain to settle overseas, and to young people in the overseas Dominions to take educational courses in the Home Country.

DOCTOR'S ORDERS. THE BRIGHTER MEDICINE OF TO-DAY.

[BY ROBERT LYND IN THE "DAILY NEWS."]

There is no denying that doctors are becoming more reasonable. They are becoming more tolerant of the weaknesses of ordinary men than they used to be. They used to be always interfering with what we ate and what we drank and finding out what we liked and telling us to give it up. They sent us to bed when we did not want to go to bed, and they made us take exercise when we did not want to take exercise. To put yourself into their hands, indeed, was to lead a dog's life, and the only way to be happy was to listen carefully to their advice and then go and do the opposite of what they had told you.

Ever since a great modern specialist ordered me a diet of roast beef and burgundy, however, I became aware that a change for the better was coming over the profession. I had been living for some months on vegetables—on mock goose made from vegetable marrow, and mock chicken made from haricot beans and bread crumbs. I am on principle a vegetarian, but I suppose I must have practised my principles the wrong way, for they were making me haggard. Even so, I do not think I could have departed from them except under the strictest doctor's orders. But I confess that, as soon as he mentioned the words "roast beef," I began to feel better already, and it would have been flying in the face of nature to do anything but go out and obey him as soon as possible at the nearest restaurant.

As for burgundy, I had not the same objection to it on principle that I had to beef, but I had been drinking water for several years, and had come almost to like it. That may be the reason why I argued at first against the doctor's prescription in this matter. "All I want you to do," he said, with a persuasive smile, "is to drink one small glass of burgundy with each meal." "No, no," I protested vehemently; "two glasses." "Well, then, two," he laughed, seeing at once the reasonableness of my attitude, "so long as your glasses aren't tumblers on stalks." While doctors are prepared to meet us half way in this fashion, I for one shall continue to sing the praises of the profession.

LEAVE SMOKERS ALONE.

Of course, doctors differ on points such as I have mentioned, and I think it is only right to consult representatives of both schools of thought. I myself behave in the matter with the most scrupulous impartiality. I know two specialists, one of whom is an enthusiast for water, and the other of whom has such a fanatical faith in wine that he would almost order it for a new-born baby. When I feel I should like to drink water, I consult the former because I know he will tell me to drink water. When I feel I should like a glass of wine, I consult the second because I know he will insist on my drinking wine. The system works extraordinarily well, and what I like especially about it is that it relieves the patient from the far too common necessity of disobeying doctor's orders. I always do what the doctor tells me. I should not go to him unless I knew he would tell me to do what I wanted to do.

The latest example of the brighter and more reasonable medicine of the present age, is the statement of Capt. Whitney, Secretary of the National Hospital for Diseases of the Heart, that excessive smoking does not cause heart disease. It may, he admits, cause disordered action of the heart, but this can easily be cured either by reducing the amount of tobacco consumed or by a period of abstinence. I should, I admit, feel happier if he had said that it did not need to be cured at all, but that disordered action of the heart was on the whole rather good for a man. This notion of cutting down the amount of tobacco consumed savours too much of the harsh unsympathy of the old-fashioned medicine, and the idea of total abstinence from tobacco if one has not really heart disease will seem to most smokers positively absurd. The first part of Capt. Whitney's statement sounds to me so reasonable, and is so much in tune with what I have always hoped, that I trust he will reconsider the second part and amend it in such a way as to bring about permanently cordial relations between smokers and doctors. We smokers make no unreasonable demands. All we ask is to be let alone, and to be gently encouraged to do as we please. Let the doctors realize this, and temper their advice to us accordingly, and they will have no warmer or more faithful friends than we.

O. S. K.

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"BORNEO MARU" ... Tuesday, 9th Sept.

"ALTAI MARU" ... Monday, 15th Sept.

"SUMATRA MARU" ... Saturday, 20th Sept.

BANGKOK, SAIGON via SINGAPORE.

"KISHU MARU" ... Thursday, 2nd Oct.

CALCUTTA via Singapore & Rangoon.

"HAMBURG MARU" ... Friday, 26th Sept.

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Japan Ports.

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NEW YORK via Japan Ports, San Francisco and Panama.

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"AMUR MARU" ... Wednesday, 17th Sept.

"GANGES MARU" ... Sunday, 21st Sept.

"ALPS MARU" ... Monday, 22nd Sept.

KHULUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 14th Sept, 2 p.m.

"KAJO MARU" ... Sunday, 21st Sept, 2 p.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 11th Sept.

TAKAO & KEELUNG.

"KISHU MARU" ... Tuesday, 16th Sept.

For further particulars please apply to—

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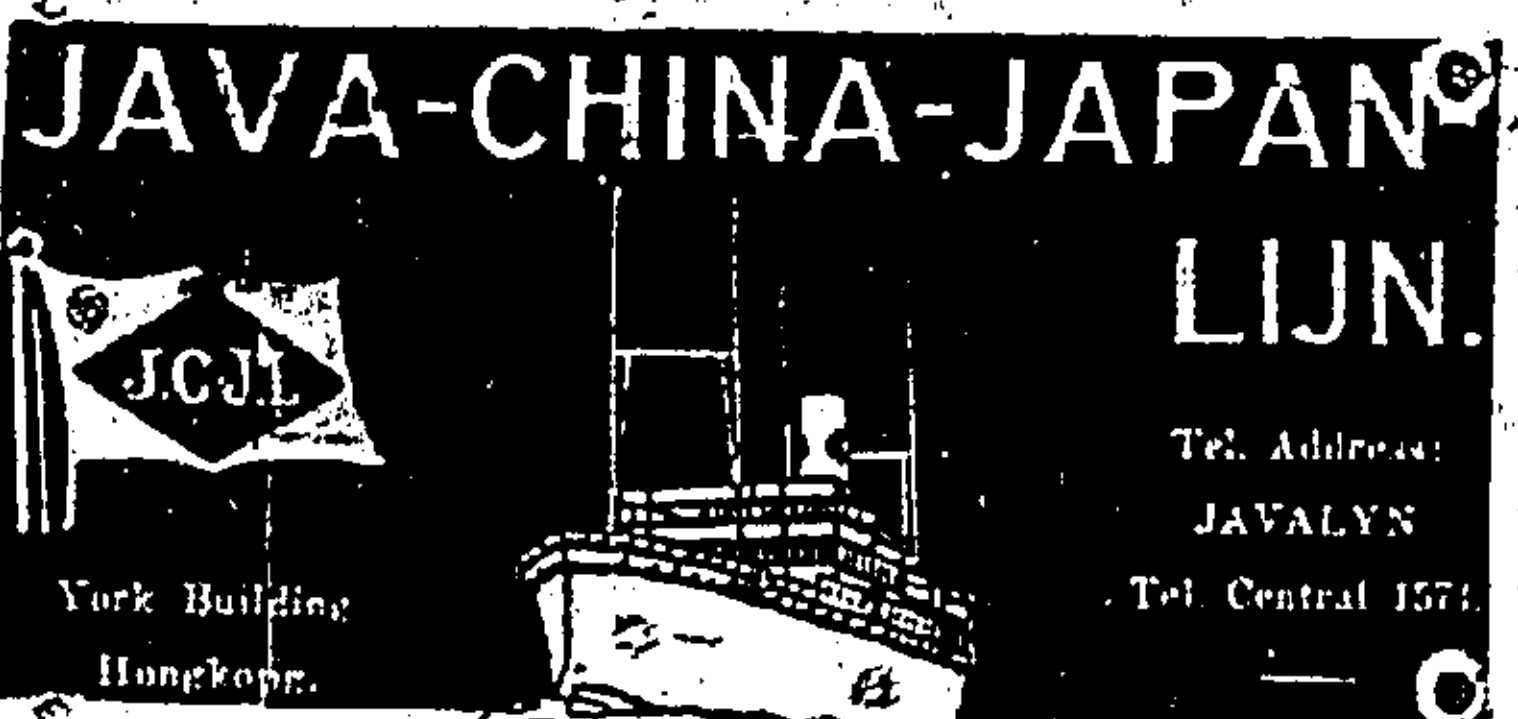
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SAWAH	"	"	"	"
LOENTO	JAVA	13th "	"	"
TJITAROM	MAKASSAR	14th "	16th "	JAPAN
TJIKARANG	SHANGHAI	16th "	20th "	BATAVIA
TJISONDARI	JAVA	23th "	28th "	SEASOAI
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THE CLAN MACKAY.

YOUNG CHIEF WELCOMED AT
EDINBURGH.

Scenes at the muster of the Clan Mackay in the Albyn Hall, Edinburgh, to welcome their young chief, who was paying his first visit to Scotland, are described in the Scotsman.

The chief, who succeeded to the leadership of the clan about three years ago, is Baron Aeneas Mackay of Oppenheim, Guelderland, Holland, and has lived all his life in that country, where he is now completing his education. In the pedigree of Scotland he is the thirteenth Lord Reay.

Loud cheering heralded the arrival of the young chief, who is a feet 8 inches in height. He was a striking figure in his picturesque Highland dress. He was accompanied by his mother, sister, and younger brother, and Baron de Tuyl of Heeze, his guardian. After the young chief, who is only 18 years of age, had taken up his position at the entrance hall, the members of the clan marched past to the inspiring strains of the bagpipes.

On behalf of the clanmen, Mr. Hugh Mackay, president of the Clan Society, welcomed the chief, after which Dr. George Mackay, of the Sandwood Bishoys Branch of the clan, in the course of an address outlined the history of the clan.

He said the origin of the clan and the name of Mackay was not easy to trace. He would not attempt to prove that they had a boat of their own at the flood, but it was a reasonable suggestion that their ancestors came westwards with other Celtic tribes, and that the dawn of authentic history found them in Ireland, where some descendants—the M'Ghie—remained to this day. Others, crossing over from Ireland, set up their roof-trees in the South West of Scotland and the M'Kies and Mackies of Galloway, and the Mackays of Kintyre maintained the old connection with the district.

But the migration northwards continued, and while there was reason to believe that they had some association with Moynair, and that their people became intermingled to some extent with Morgans and Forbes, there was historic evidence that the main body of the clan was settled in the country of Sutherland early in the thirteenth century.

FRIENDS WITH NEIGHBOURS.

Despite many a feud with their neighbours and many a hard-won fight, they clung tenaciously to the bens, straths, and seaboard of that dear land.

Continuing, Dr. Mackay said that in the seventeenth century Donald Mackay of Strathmore, who was the recognised chief of the clan, staked his life and fortune for the Protestant cause, and his services were acknowledged by King Charles I. by a knighthood in 1616, and later a peerage, in 1623, with the title of Baron Reay of Reay.

In 1873 the elder branch of the family became extinct in the male line in this country, and it was found that the younger branch was permanently settled in Holland. They were descendants of Brigadier-General the Hon. Aeneas Mackay, who had become a soldier of fortune.

The gathering proceeded Dr. Mackay, was just a fraction of the great family of Mackay, now scattered over the British Empire and in other lands, and in every walk of life. They had every reason to believe that the sentiments of loyalty and devotion to the noble house, which he represented, were shared as fully by Mackays, who were far away, as by themselves there present.

They trusted his visit to this country would prove so agreeable that he might often revisit it, and they ventured to express their earnest hope that, following the example of his late cousin, he might yet make Scotland his future home. Whether that hope was fulfilled or not, they wished him good health and a long, happy and useful life.

A resolution was then read by Mr. David Mackay, Glasgow, confirming the election and recognition of Baron Mackay as Chief of the Clan; and the assembly, rising, adopted it with acclamation and musical honours, those in Highland dress crying "Hail to the Chief," kissing their dirks as a token of loyalty.

FREEMASONRY.

GRAND CHAPTER MEETING.

Supreme Grand Chapter of Royal Arch Masons of England held its quarterly meeting on August 6th at Freemasons' Hall, Great Queen Street, W.C. Lord Amptill, Pro. First Grand Principal, presided.

Charters were granted for thirteen new Chapters, five of which are to meet in London, and one each at Bristol, Peterfield, Cotham, St. Leonard's-on-Sea, Skipton, Kofffontein (South Africa), Port Harcourt (Nigeria), and Secondee (Gold Coast Colony).

A Charter of Confirmation was granted to the Yokohama Chapter, No. 1092, Yokohama, the original having been destroyed in the earthquake.

The Chapter of Friendship, No. 6, London; the Royal Sussex Chapter, No. 342, Landport; and the Chapter of Union, No. 268, Ashton-under-Lyne, having proved an uninterrupted existence of one hundred years, Charters were granted authorising the members to wear Centenary Jewels.

Colonel Sir Herbert Lloyd Watkin Williams-Wynn, Provincial Grand Master for North Wales, has consented to preside at the anniversary festival of the Royal Masonic Benevolent Institution in 1925. This will be the first occasion in the history of the Province for the Provincial Grand Master to fill the office of President of a festival of the three Royal Masonic Institutions. North Wales has thirty-five lodges, with a total membership of 2,001.

(Continued on next column.)

"WORST FED RACE."

PLEA FOR A RETURN TO OLD
ENGLISH FARE.

Well-known London doctors support the criticisms of modern diet made by members of the British Medical Association at the conference at Bradford.

"The British public," said Dr. Harry Campbell, the well-known Harley Street physician, to an Evening Standard representative, "are the worst fed people in the world."

"They have also got the most deplorable teeth. There is not a normal jaw in Great Britain. There is never a normal jaw born in Great Britain. There are 300,000,000 rotten teeth in this country."

"Every second or third child is born with adenoids. The whole thing is horrible. And it is all our faulty diet."

For many years Dr. Wynne Yorke-Davies, of Harley Street has been preaching against over-feeding, and to-day he expressed satisfaction that the whole country is at last waking up to the dangers of modern diet.

"Ninety-nine per cent," he said, "eat three times too much food. It has become a habit with them, and if you were to give them the proper amount they would grumble that they were being starved."

"They have become so accustomed to over-feeding themselves that they do not realise it, and consequently rheumatism, indigestion, gout, obesity, and other troubles are the result."

"Another fault," he added, "is that our present-day food is not properly prepared. It is all too rich and too varied. If people would get back to the plain, cooked old English diet many of our troubles would disappear. For example, vegetables are now cooked with butter, making them, in my opinion, far too fatty, but if the butter were eliminated people would grumble."

"I would abolish all messy foods. By that I mean all 'mix-ups.' People should know what they are eating. If they have a good joint or a good chicken, front of them they have to masticate it, and so the teeth and the digestion are helped. But when they have a 'mix-up' they simply swallow it, and the stomach has to do double work and the teeth are ruined by being deprived of their natural work."

"Of course, I am speaking of the people who can afford to over-feed themselves, the sort of people who have several 'function' meals that they do not count when totalling up what they eat."

Then there is the pernicious nibbling habit. People eat between meals, and they would get a shock if there were brought before them in practical form the amount and variety of food that they eat in a day in this fashion.

"I condemn with the B.M.A. the growing popularity of what they term 'angel' foods. There is too much of the dainty stuff and not enough good solid fare."

Probably one of the best examples of the effects of the two different kinds of fare can be seen by studying the plain-living tramp, who is usually a sturdy, bronzed, almost perfect specimen of manhood in comparison with the motor-car, lounging, over-feeding man whose life is cast in more comfortable places.

Another medical man said he thought the B.M.A.'s angel food description had been generally misunderstood.

"What was really meant," he said, "in my opinion, was that if we did not get off this food very soon it wouldn't be long before we were all angels."

A new lodge has been formed at Edinburgh to celebrate the centenary of Edinburgh Academy. The Grand Master of Scotland, the Earl of Elgin, performed the consecration ceremony, and the Lord Justice-General (Lord Clyde) was installed first master.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.		
SHANGHAI via SWATOW	"WAISHANG"	Tuesday, 9th Sept, 10 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Tuesday, 9th Sept, 3 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Wednesday, 10th Sept, 10 a.m.
SHANGHAI	"FOOSHING"	Friday, 12th Sept, 10 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 13th Sept, 3 p.m.
HAIPHONG via GOIKOW	"LEESANG"	Sunday, 14th Sept, 7 a.m.
SHANGHAI via SWATOW	"TAKSANG"	Sunday, 14th Sept, 10 a.m.
BANGKOK via SWATOW	"HOPSANG"	Monday, 15th Sept, 8 p.m.
TSINGTAU via SWATOW & SHANGHAI	"LOKSANG"	Wednesday, 17th Sept, 10 a.m.
TSINGTAU	"CHIESHANG"	Wednesday, 17th Sept, Noon.
KOBE via SHANGHAI & MOJI	"HOSANG"	Sunday, 21st Sept, 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Monday, 22nd Sept, 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Thursday, 25th Sept, 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hongkong both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lubnan, Tawao and Lahad Datin.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Utsao.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about Tuesday, 9th September, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.	Discharged.
"GLENSANDA"	30th Sept.	"PEMBROKESHIRE"	14th Sept.	London, Rotterdam and Hamburg.
"GLENSHANE"	1st Oct.	"GLENIFFER"	28th Sept.	London, Rotterdam and Hamburg.
"GLENGABBY"	15th Oct.	"GLENOGLE"	11th Oct.	London, Rotterdam and Hamburg.
"GLENAFF"	30th Oct.			

Movements are subject to change without notice.

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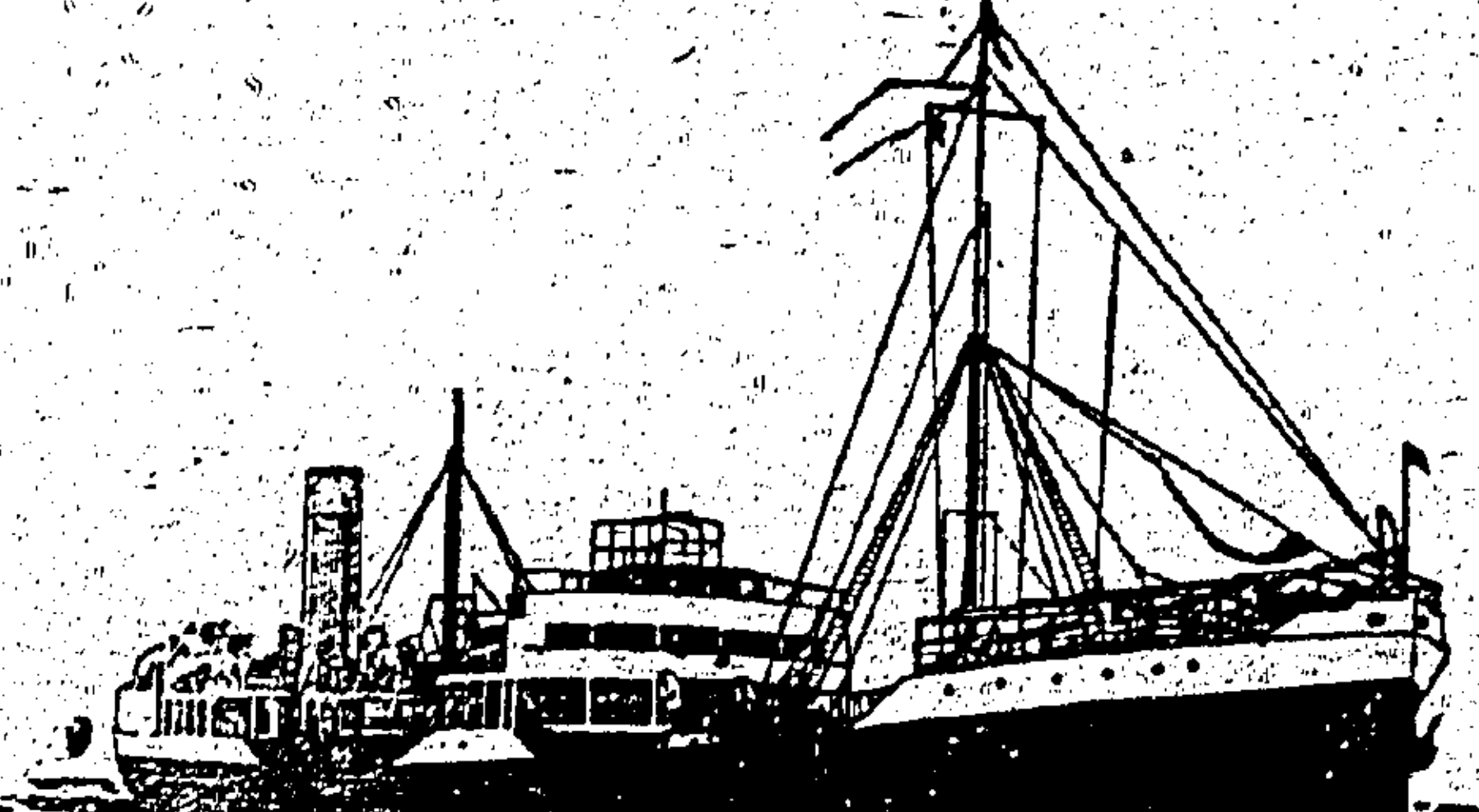
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SHIPPING NEWS

ARRIVALS.

September 7th.
Chishima Maru, Japanese str., 634 tons, Capt. S. Sakumachi, from Kiblung, with a cargo of coal, lying at buoy No. 101.—M.B.K.
Chidlar, Norwegian str., 1,102 tons, Capt. J. Mathiasen, from Bangkok, with a general cargo, lying at buoy No. 114.—Thomson & Co.
Artemis, Norwegian str., 656 tons, Capt. O. T. Lauenroth, from Kuching, with a cargo of coal, lying at buoy No. 107.—Ching Kee Hong.
Matsumoto Maru, Japanese str., 4,357 tons, Capt. K. Kurihara, from Bremen, which port she left July 12th, with 407 tons of general cargo, lying at Kowloon wharf.—N.Y.K.
Oliva, Danzig str., 12,000 tons, Capt. Eick, from Singapore, which port she left on September 2nd, with a general cargo, lying at Kowloon wharf.—Beuter, Brockelmann.
Peking Maru, Japanese str., 3,230 tons, Capt. C. Goto, from Singapore, with a general cargo, lying at buoy No. 101.—N.Y.K.
Rheana, British str., 1,388 tons, Capt. J. K. Dunlop, from Singapore, which port she left on September 2nd, with a general cargo, lying at Hoihow wharf.—J. & S.
Song Bo, French str., 220 tons, Capt. J. Bonnamy, from Hoihow, with a general cargo, lying at buoy No. 121.—M.M.
Sunyang, British str., 1,491 tons, Capt. N. H. Leigh, from Shanghai and Amoy, with a general cargo, lying at buoy No. 112.—J. & S.
Taira, British str., 1,756 tons, Capt. A. Munro, from Calcutta and Singapore, the latter port she left on Sept. 2nd, with a general cargo, lying at buoy No. 101.—Mackinnon, Mackenzie & Co.
Tai Tai, Portuguese str., 2,081 tons, Capt. R. Lourenco, from Kowloon, with a cargo of coal, lying at buoy No. 120.—Master.
Togo Maru, Japanese str., 2,279 tons, Capt. S. Takemori, from Hongkong, with a general cargo, lying at buoy No. 101.—M.B.K.
Waikiki, British str., 1,173 tons, Capt. D. R. Kilbey, from Shanghai and Swatow, with a general cargo, lying at West Point wharf.—Jardine, Matheson & Co.
September 8th.
Renee, British str., 1,226 tons, Capt. J. H. van den Berg, from Hoihow, with a general cargo, lying at buoy No. 123.—Shun Tai S.S. Co.
Isuzu Maru, Japanese str., 3,564 tons, Capt. K. Oribara, from Moji, with a general cargo, lying at Kowloon wharf.—O.S.K.
Empress of Canada, British str., 12,411 tons, Capt. S. Robinson, C.B.E., from Manila, with a general cargo, lying at Kowloon wharf.—C.P.R.
Aulora, Norwegian str., 1,025 tons, Capt. Th. Thorsen, from Colombo, with a general cargo, lying at Stonecutters.—K. Larsen & Co.
Deuchting, British str., 1,514 tons, Capt. A. McDowell, from Shanghai, with a general cargo, lying at Stonecutters.—B. & S.
Leal Shell, American str., 3,420 tons, Capt. O. Lane, from Manila, lying at A.P. wharf.—Asiatic Petroleum & Co.
Pharos, British str., 1,022 tons, Capt. H. C. Kiddle, from Saigon, with a cargo of rice, lying at Stonecutters.—Cheong Yee S.S. Co.
President Lincoln, American str., 8,759 tons, Capt. H. L. Jones, from Manila, with a general cargo, lying at Kowloon wharf.—Pacific Mail.

CLEARANCES.

September 7th.
Amy de Riden, for Saigon.
Chengtu, for Canton.
Roku Maru, for Canton.
September 8th.
Atsuta Maru, for Shanghai.
Benlauer, for Shanghai.
Cadita, for San Francisco.
Drafer, for Bangkok.
Relikom, for Swatow.
Hankung, for Swatow.
Huaini, for Shanghai.
Hydrangia, for Swatow.
Kingyuan, for Amoy.
Kwai Sun, for Swatow.
Lushan Maru, for Swatow.
Oliva, for Shanghai.
Peking Maru, for Moji.
Shanling, for Amoy.
Suigun, for Canton.
Taitou Maru, for Tamsui.
Tzikenlang, for Shanghai.
Waikiki, for Canton.

VESSELS EXPECTED.

Ajaz (Blue Funnel), due October 9th.
Autolycus (Blue Funnel), due September 10th.
Calchas (Blue Funnel), due September 27th.
Empress of Russia, due September 15th.
Harumi Maru (N.Y.K.), due to-day.
Moji Maru (N.Y.K.), due September 10th.
Orates (Blue Funnel), due October 8th.
Patroclus (Blue Funnel), due September 15th.
President Cleveland (P.M.), due Sept. 13th.
President Harrison (Dollar), due Sept. 15th.
President McKinley (Admiral Oriental), due September 10th.
President McKinley (Admiral Oriental), due September 14th.
President Van Buren (Dollar), due Sept. 20th.
Schlesien (N.D.L.), due September 10th.
Trier (N.D.L.), due September 12th.
Yamagata Maru (N.Y.K.), due Sept. 10th.
Yoshino Maru (N.Y.K.), due September 10th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 1st Oct.
New York & Boston	Southwestern Miller	Brit.	Princo Line	On 1st Oct.
Boston & New York via Suez	Perseus	Brit.	The Bank Line, Limited	On 10th inst.
San Francisco via Suez & Jap. Ports & Hls.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 10th inst. 10 a.m.
San Francisco &c.	West Sequana	Am.	Strathers & Barry	On 10th inst.
Victoria & Vancouver, B.C. via Shanghai, &c.	Empress Canada	Brit.	Canadian Pacific O. & S. Ltd.	On 10th inst.
Victoria, Seattle & Vancouver via J. Ports	Esaka Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
Victoria, Seattle, Tacoma, Vancouver, &c.	Arakio Maru	Jap.	Oosha Shosen Kaisha	On 10th inst.
Seattle & Vancouver	Achilles	Brit.	Butterfield & Swire	On 10th inst.
Victoria & Vancouver via Suez, Hongkong & Yokohama	President Madison	Am.	Admiral Oriental Line	On 10th inst.
Marseilles, London & Antwerp	Nagoya	Brit.	P. & O. B. I. & A. L.	On 10th inst. 4 p.m.
Marseilles, &c.	Amboise	Fren.	Messageries Maritimes	On 10th Oct.
Marseilles, &c.	Paul Locat	Fren.	Messageries Maritimes	On 10th Oct.
Marseilles, London, Antwerp via Singapore &c.	Andra Lebon	Fren.	Messageries Maritimes	On 10th Oct.
Marseilles, London, Antwerp & Glasgow	Haruna Maru	Brit.	Nippon Yusen Kaisha	On 10th inst.
Genoa, Marseilles, Liverpool & Glasgow	Antiochus	Brit.	The Bank Line, Ltd.	On 10th inst. 11 a.m.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Schlesien	Ger.	Butterfield & Swire	On 10th inst.
Marseilles, London, Rotterdam & Glasgow	Sarpedon	Brit.	Butterfield & Swire	On 10th inst.
London, Hamburg, Rotterdam & Antwerp, &c.	Paris Maru	Jap.	Oosha Shosen Kaisha	On 10th inst.
London, Rotterdam & Hamburg	Fembroskshir	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst.
Amsterdam, Rotterdam, Hamburg & Bremen	Boerco	Dut.	Java-China-Japan-Lijn	On 10th Oct.
Amsterdam, Rotterdam & Hamburg	Albert Vogler	Ger.	Renter Brockelmann & Co.	About 10th inst.
Bombay via Singapore & Colombo	Sado Maru	Jap.	Nippon Yusen Kaisha	On 10th inst. 3 p.m.
Straits & Calcutta	Katanga	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst.
Singapore, Penang, Colombo, Bombay, &c.	Tilapia	Brit.	P. & O. B. I. & A. L.	On 10th inst.
Singapore, Penang, Colombo, Bombay, &c.	Sidra	Brit.	P. & O. B. I. & A. L.	On 10th inst.
Singapore & Belawan-Deli	Soudan	Brit.	P. & O. B. I. & A. L.	On 10th inst.
Brindisi, Venice & Trieste	Van Cloon	Dut.	Java-China-Japan-Lijn	On 10th inst.
Widdow, Cebu & Tientsin	Laoconia	Ital.	Dodwell & Co., Ltd.	On 10th Oct.
Haiphong via Hanoi & Peking	Kueichow	Brit.	Butterfield & Swire	On 10th inst. 4 p.m.
Keelung & Swatow & Amoy	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About 10th inst.
SANDAN	Chinkwa Maru	Jap.	Yamashita Kisen Kaisha	About 10th inst.
Australian Ports via Manila	Maunang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst.
Australian Ports	Tango Maru	Jap.	Nippon Yusen Kaisha	On 10th inst. 11 a.m.
Shanghai, Kobe & Yokohama	Arakio	Brit.	P. & O. B. I. & A. L.	On 1st Oct.
Shanghai, Kobe & Yokohama	Taiyuan	Brit.	Butterfield & Swire	On 10th Oct.
Shanghai via Swatow & Shanghai	Moji Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
Shanghai, Moji & Kobe	Kwanggang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst. 10 a.m.
Shanghai & Kobe	Malwa	Brit.	P. & O. B. I. & A. L.	On 10th inst.
Yokohama, Kobe & Moji	Morita	Brit.	P. & O. B. I. & A. L.	On 10th inst.
Amoy & Singapore	Sidra	Brit.	P. & O. B. I. & A. L.	On 10th inst.
Amoy, Yokohama & Kobe	Tibodas	Dan.	Dodwell & Co., Ltd.	About 10th inst.
Moji & Kobe	Taira	Brit.	Java-China-Japan-Lijn	On 8th Oct.
Yokohama, Kobe, Nagasaki & Shanghai	St. Albans	Brit.	P. & O. B. I. & A. L.	On 10th inst. 10 a.m.
JAPAN PORTS	C. Lopez Y Lopez	Span.	P. & O. B. I. & A. L.	On 4th Oct.
Tientsin	Hague Maru	Jap.	Oosha Shosen Kaisha	On 10th Oct.
BATAVIA	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst. Noon
Calcutta, Singapore & Rangoon	Tijalali	Dut.	Java-China-Japan-Lijn	About 10th inst.
Calcutta via Singapore, Penang & Rangoon	Hamburg Maru	Jap.	Oosha Shosen Kaisha	On 10th inst.
Rangoon via Hoihow	Lake Gilpin	Am.	Pacific Mail S.S. Co.	On 10th Oct.
Amoy, Swatow & Singapore	Leuang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst. 7 a.m.
Swatow & Bencoolen	Kingyuan	Brit.	Butterfield & Swire	On 8th inst. Noon
Swatow, Amoy & Fookchow	Kwangchow	Brit.	Butterfield & Swire	On 9th inst. 230 p.m.
Swatow, Amoy & Fookchow	Haifooing	Brit.	Douglas Lapsrak & Co.	On 10th inst. 1 p.m.
MANILA via Amoy	Hui-Ning	Brit.	Douglas Lapsrak & Co.	On 9th inst. 5 p.m.
MANILA	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 10th inst.
MANILA	Suisang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst. 3 p.m.
MANILA, Singapore, Colombo, &c.	President McKinley	Am.	Admiral Oriental Line	On 10th inst.
MANILA, Cebu & Zamboanga	C. Lopez Y Lopez	Span.	Butelhe Bros.	On 30th Oct.
	West Carmona	Brit.	Struthers & Barry	On 25th inst.

PASSENGERS.

Per R.M.S. *Empress of Canada*, on Sept. 8th:—For Hongkong: Miss A. Bach, Mrs. D. Barrett, Mrs. E. E. and Miss E. B. Dunbar, Mr. E. Edgar, Mr. F. Ellis, Mr. M. Lezama, Mr. B. Loring, Mr. E. L. Powell, Mr. S. C. Preston, Mr. A. H. Rowe, Mr. D. E. Server, Mr. C. Sidel, Mrs. E. W. Spencer, Mr. H. F. Williams, Miss G. Yeager, Mr. T. Chong, Mr. M. R. Anderson, Mr. F. Berens, Miss D. and Miss R. Hirschberg, Rev. J. Van Runkelen, and several Chinese school passengers.
Per s.s. *President Lincoln*, on Sept. 8th:—For Hongkong: Lieut. E. W. Brown, Mr. Antonio Chan Chiao, Mr. E. L. Colburn, Mr. M. H. Khan, Mr. J. E. F. Jinks, Lieut. W. E. Miller, Mrs. E. K. Miller, Dorothy F. Miller, Wm. E. Miller, Jr., Mr. H. Nemaze, Miss C. C. Oberlander, Mr. C. S. Wun. For Shanghai: Col. H. G. Bishop, Mrs. A. M. Dunlop, Miss J. Dunlop, Miss L. Holden. For San Francisco: Mr. D. D. Andrews, Mr. A. W. Beam, Lieut. Col. F. H. Garrison, Mrs. E. L. Marchant, Mrs. S. M. Neuhman, Mr. J. W. Peak, Miss G. E. Peak.
Per s.s. *President Lincoln*, on Sept. 8th:—For Hongkong: Lieut. E. W. Brown, Mr. Antonio Chan Chiao, Mr. E. L. Colburn, Mr. M. H. Khan, Mr. J. E. F. Jinks, Lieut. W. E. Miller, Mrs. E. K. Miller, Dorothy F. Miller, Wm. E. Miller, Jr., Mr. H. Nemaze, Miss C. C. Oberlander, Mr. C. S. Wun. For Shanghai: Col. H. G. Bishop, Mrs. A. M. Dunlop, Miss J. Dunlop, Miss L. Holden. For San Francisco: Mr. D. D. Andrews, Mr. A. W. Beam, Lieut. Col. F. H. Garrison, Mrs. E. L. Marchant, Mrs. S. M. Neuhman, Mr. J. W. Peak, Miss G. E. Peak.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Yokohama on September 8th at 8 a.m., left at 5 p.m., and is due at Hongkong on Monday September 15th at 10 a.m.
The s.s. *Autolycus* (Blue Funnel), from Liverpool, left Singapore on the 6th inst. for this port, and is due here on the 11th inst.
The P. & O. s.s. *Yaguna* left Shanghai for this port on the 7th inst., at 10 a.m., and is due here on the 10th inst. about 10 a.m.
The Ben Line s.s. *Bengue* from Hull, Middlesbrough, Antwerp and London, left Singapore for this port on the 7th inst., and may be expected to arrive here on the 12th inst.
The Admiral Oriental liner *President McKinley* which is due at this port on September 14th, sailed from Yokohama for Kobe and Shanghai on September 8th on schedule.
The s.s. *Trier* (N.D.L.), is expected to arrive here from Europe via Singapore on the 14th inst.

YANGTZE RIVER BUOYS.

THE NORTH CHANNEL ENTRANCE.

A Harbour Office notice states that on or about September 17th the following buoys marking the Taung Ming Crossing, north channel entrance to the Yangtze River will be moved:
The crossing light buoy will be moved about 4.7 cables (N) W. from its present position and its colour changed from black to red. This buoy will mark the Northern side of the Channel.
The Shoal light buoy will be moved about six cables N. 84.1/4 W. from its present position and its colour changed from black to red. This buoy will mark the Northern side of the channel.
All bearings given are magnetic.
Mariners are warned that the Taung Ming Crossing is in the condition of rapid change and should be navigated with extreme caution.

CANADIAN PACIFIC

IMPORTANT.

"EMPRESS OF CANADA"

WILL SAIL FROM

HONGKONG

TO

VANCOUVER

via Shanghai, Kobe & Yokohama.

12 O'CLOCK NOON.

FRIDAY, SEPTEMBER 12th

INSTEAD OF SATURDAY, SEPT. 13th.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."
 Freight and Express: Telephone C. 42. Cables: "NAUTILUS."

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About 23rd September, 1924.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Java"	27th September	5th November
M/S. "Panama"	18th October	—
M/S. "Africa"	8th November	—
M/S. "Malaya"	10th December	—
M/S. "Annam"	1st January	—
M/S. "Australien"	2nd February	—

Subject to change without notice.

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SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT LINCOLN" ... Wednesday, September 10th, at 10 a.m.
 S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.
 Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

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WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Sunday, September 14th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

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Cable Address: "PACIFIC MAIL" Tel. Central 141. Captain Agents: HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada

Through passage rates to Europe via America G. 3475, G. 3420, G. 3440

KAGA MARU ... Friday, 28th Sept. at 11 a.m.

IYO MARU ... Wednesday, 18th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

HARUNA MARU ... Wednesday, 10th Sept. at 11 a.m.

RAMO MARU ... Wednesday, 24th Sept.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

TSURUGA MARU (Calls Glasgow) ... Friday, 12th Sept.

DELAGOA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.

TANGO MARU ... Wednesday, 17th Sept. at 11 a.m.

YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK & BOSTON via PANAMA.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

SADO MARU ... Sunday, 14th Sept.

TOSUHIWA MARU ... Monday, 29th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Thursday, 11th Sept.

CALCUTTA MARU ... Friday, 10th Sept.

JAYA & CALCUTTA via Batavia.

TASMANIA MARU ... Thursday, 2nd Oct.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Sept.

SHANGHAI, KOBE & YOKOHAMA.

MOJI MARU (Moji, Kobe & Yokohama) ... Saturday, 13th Sept.

TATSUMI MARU (Calls Moji & Osaka) ... Wednesday, 17th Sept.

OSAKA MARU (Moji, Kobe & Osaka) ... Monday, 22nd Sept.

KASHIMA MARU ... Tuesday, 23rd Sept.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MADISON" ... Sept. 12th.
 "PRESIDENT MCKINLEY" ... Sept. 24th.
 "PRESIDENT JACKSON" ... Oct. 6th.
 "PRESIDENT JEFFERSON" ... Oct. 18th.
 "PRESIDENT GRANT" ... Oct. 30th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MCKINLEY" ... Sept. 15th.
 "PRESIDENT JACKSON" ... Sept. 24th.
 "PRESIDENT JEFFERSON" ... Oct. 9th.

Through Bills of Lading to all United States and Canadian Overland Points, also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICE, New York, Chicago, Seattle.

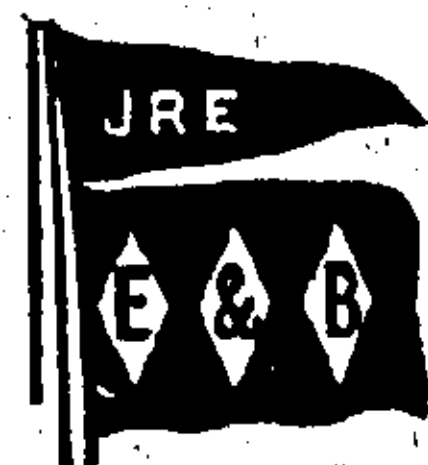
For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Hongkong and Shanghai Bank Building (Ground Floor).
 Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF MANILA" 11th Sept. Havre, L'An., R'dam. & Hamburg.

PASSENGER SERVICE.

• "CITY OF LAHORE" 16th Oct. Shanghai and Japan.
 • "CITY OF LAHORE" 4th Dec. Marseilles, London, etc.
 • "CITY OF KARAC" 29th Jan. Do.
 • "CITY OF BARODA" 25th Feb. Do.

• "A" Class. • "B" Class.

FARES TO LONDON.

SINGLE 1st Class "A".....£92. "B".....£84. | SINGLE 2nd Class "A".....£62. "B".....£56.
 Cargo Steamers, Saloon Passage—£68.

For further particulars, apply to—

THE BANK LINE, LTD.

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HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

• "PERSEUS" via Suez Canal 10th Sept.
 • "CITY OF YOKOHAMA" via Suez Canal 21st Sept.
 • "TEUCER" via Suez Canal 1st Oct.
 • "EURYLOCHUS" via Suez Canal 11th Oct.

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE

OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON.

HOLYOAK, MASSEY & CO., LTD., CANTON.

M.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkq. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL VECAT	—	—	14th Sept.
AN DRE LEBON	—	—	25th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct.
CHANTILLY	28th Aug.	29th Sept.	26th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.
AMAZONE	25th Sept.	28th Oct.	23rd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A CLASS (1st Class).....£ 95. 0s. 0d. B CLASS (1st Class).....£ 83. 0s. 0d.
 STEAMERS 2nd£ 68. 0s. 0d. STEAMERS 2nd£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

• "C. P. LECOQ" from DUNKIRK, LONDON & HAVRE is due

to arrive about 3rd week of September.

Sailings subject to alteration without notice.

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MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAI-NING Capt. W. C. Passmore | Tuesday, 9th Sept., at 5 p.m.
 HAIHONG Capt. Ellis Walker | Friday, 12th Sept., at 8 p.m.
 HAIPOONG Capt. W. S. Turnbull | Tuesday, 16th Sept., at 1 p.m.

*Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER" 1st October.
 S.S. "MOORISH PRINCE" 1st November.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)

Telephone: Central 3185.

Telegrams: Furpaeco.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"NAGOYA"	6,854	12th Sept., Noon	Mars., L'An. & Antwerp.
"KASAB-I-HIND"	11,439	20th Sept., Noon	do.
"SOUDAN"	6,896	1st Oct.	S'pore, Penang, Colombo & B'bay.
"KASHMIR"	6,983	4th Oct.	Mars., London & Antwerp.
"PESHAWAR"	7,334	14th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"SICILIA"	6,913	27th Oct.	S'pore, Penang, Colombo & B'bay.
"KASAB-I-HIND"	8,840	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	12th Nov.	do.
"SARDINIA"	6,854	25th Nov.	S'pore, Penang, Colombo & B'bay.
"KARMAIA"	9,098	29th Nov.	Mars., London & Antwerp.
"MANTUA"	10,902	13th Dec.	do.
"SOUDAN"	6,896	23rd Dec.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,097	27th Dec.	Marseilles, L'An. & Antwerp.

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,039	10th Jan.	Marseilles, London & Antwerp.
"SICILIA"	6,913	20th Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	do.
"KASHMIR"	6,983	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.
"KARMAIA"	8,840	21st Mar.	do.
"MANTUA"	10,902	4th Apr.	do.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TILAWA"	10,000	15th Sept.	Singapore, Penang & Calcutta
"TAIPEA"	8,500	3rd Oct.	do.
"TAKADA"	6,949	25th Oct.	do.
"TALMA"	10,000	10th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	1st Oct.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,000	29th Oct.	Island, Townsville, Brisbane,
"KASTELN"	4,000	26th Nov.	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TAIPEA"	8,500	10th Sept., 10 a.m.	Amoy, Yokohama, Kobe & Osaka.
"MOREA"	10,911	12th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,913	4th Oct.	Shanghai & Kobe.
"TAKADA"	6,949	8th Oct.	Moji & Kobe.
"TALMA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMAIA"	10,000	22nd Oct.	Moji & Kobe.
"SARDINIA"	9,098	1st Nov.	Shanghai, Moji & Kobe.
"TILAWA"	6,854	1st Nov.	Shanghai & Kobe.
"TAKADA"	10,000	3rd Nov.	Moji & Kobe.
"MANTUA"	8,500	13th Nov.	Moji & Kobe.
"KASHGAR"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do.
"SOUDAN"	6,896	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	8th Dec.	Moji & Kobe.
"MACEDONIA"	11,039	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	6,913	27th Dec.	Shanghai & Kobe.

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,840	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMAIA"	9,098	21st Mar.	Shanghai, Moji & Yokohama.
"MACEDONIA"	11,039	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Bangkok must defray their own hotel expenses at Singapore while waiting the car carrying steamer.
 All cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG

Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
AMOI & SHANGHAI	"SHANTUNG"	On 9th Sept.	Do.
AMOI, SWATOW & SINGAPORE	"KINGYUAN"	On 9th Sept.	Norm.
SWATOW & BANGKOK	"KWANGCHOW"	On 8th Sept.	2.30 a.m.
SHANGHAI & TIENTSIN	"CHUSAN"	On 10th Sept.	Do.
WAIHAIWAI, CHEEPOO & TIENTSIN	"KUEIHOW"	On 10th Sept.	Do.
SWATOW & SHANGHAI	"SUIYANG"	On 11th Sept.	2.30 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 13th Sept.	Norm.
SHANGHAI	"SINKIANG"	On 13th Sept.	Norm.
SWATOW & SHANGHAI	"SUNNING"	On 14th Sept.	2.30 p.m.
AMOI, SWATOW & SINGAPORE	"TEAN"	On 14th Sept.	2.30 p.m.
AMOI & SHANGHAI	"SZECHUEN"	On 16th Sept.	D.L.
HOIHOW, PAKHOI & HAIPHONG	"TANING"	On 16th Sept.	10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 16th Sept.	2.30 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 18th Sept.	2.30 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidst ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (via Swatow and extending to Fuku), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 33.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports about
"TAIYUAN"	5th October	10th October.
"CHANGSHA"	31st October	4th November.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOWES CASTLE" Sails about 24th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S.	Next Sailings	From Hongkong (about)	Destination
"PERSTA"	—	—	Sails about 30th September.
"DUCHESSA D'AOSTA"	—	—	Sails about 30th October.
"GERANIA"	—	—	Sails about 23rd November.
"ORANDRA"	—	—	Sails about 30th November.
"NUMIDIA"	—	—	Sails about 23rd December.
"VENEZIA"	—	—	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S.	Next Sailings	From Hongkong (about)	Destination
"LACONIA"	—	—	Sails about 4th October.
"FIUME"	—	—	Sails about 6th October.
"PERSTA"	—	—	Sails about 8th November.
"DUCHESSA D'AOSTA"	—	—	Sails about 7th December.
"GERANIA"	—	—	Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sails about 30th September

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

S.S.	Next Sailings	From Hongkong (about)	Destination
U.S.S. "WEST SEQUANA"	—	—	Due Hongkong 14th Sept. Leave Hongkong 16th Sept.
U.S.S. "WEST PROSPECT"	—	—	Due Hongkong 23rd Sept. Leave Hongkong 25th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU AND ZAMBOANGA.
 U.S.S. "WEST CARMONA" Due Hongkong 23rd Sept. Leave Hongkong 25th Sept.
 THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.
 U.S.S. "WEST CAJON" Due Hongkong 15th Oct. Leave Hongkong 16th Oct.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building Phone No. Central 8008.

G. F. BRADFORD, Res. Agent.

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